ADDENDUM TO THE
UNION RANCH SPECIFIC PLAN EIR

SCH # 2004092016

MARCH 2022

Prepared for:

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

Prepared by:

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El Dorado Hills, CA
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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 previously certified EIR (State Clearinghouse [SCH] # 2004092016) for the Union Ranch Specific Plan Project (Original Project). The City of Manteca is the lead agency for the environmental review of the proposed Project refinements (Refined Project).

This Addendum addresses the proposed refinements in relation to the previous environmental review prepared for the Union Ranch Specific Plan. CEQA Guidelines Section 15164 defines an Addendum as:

> *The lead agency or 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.*
>
> *….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 findings on the project, or elsewhere in the record.*

Information and technical analyses from the Union Ranch Specific Plan EIR are utilized throughout this Addendum. Relevant passages from this document (consisting of the Union Ranch Specific Plan EIR) are cited and available for review at:

City of Manteca – City Hall
1001 West Center Street
Manteca, CA 95337

1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM

The Union Ranch Specific Plan EIR (SCH # 2004092016) was certified on August 1, 2005 by the Manteca City Council. The Union Ranch Specific Plan (URSP) (Original Project) covered discretionary entitlements in support of a single-family residential, senior housing, and mixed-use development on approximately 533 acres located at the northeast and northwest corners of Union Road and Lathrop Road. The URSP area is bounded by Lathrop Road on the south, Airport Way on the west, and agricultural lands on the north and east.

Original Project

The Original Project consisted of 2,301 residential units at various densities, two commercial mixed use areas encompassing approximately 26 acres, open space and trails, and park areas. The land use plan under the URSP was designed to guide development of two independent low density residential housing communities; one was focused on active senior housing and the other a more traditional single-family housing development. The two housing communities would be linked by common landscape, bike and pedestrian trails, and a common materials palette for walls, fences, and entry monuments. Single-family housing would be developed in the eastern portion of the specific plan

area and active adult senior housing would be developed in the central and western portions of the specific plan area.

The land use plan includes the development of a commercial mixed use area designed to provide community/neighborhood activity/socializing areas, public service facilities, neighborhood work centers (private office space), and high density housing.

In addition, several park and open space areas are designated throughout the specific plan area, including community parks, greenbelts and visual corridors, landscape setbacks, and open space trail system. Parks would be designed to provide ball fields, tot lots and play apparatus, benches, picnic areas, shade structures, and integrated onsite storm water detention facilities. Three parks would be located in the active senior housing community and would be private facilities. A fourth park would be located in the single-family housing community and would be a public facility.

For planning purposes and to assist with orderly development of the specific plan area, implementation of the URSP would proceed in 7 phases. Construction of Phase 1 is estimated to begin in fall 2005 with complete project buildout estimated for 2011.

Approvals required for the Union Ranch Specific Plan (Original Project) include, but were not limited to, the following:

1. Adoption of prezoning designations for the site;
2. Local Area Formation Commission (LAFCO) approval of a Sphere of Influence boundary expansion, service plan and annexation of the specific plan area to the City of Manteca;
3. Approval of tentative subdivision maps;
4. Approval of development agreements between the City and single-family residential developer;
5. Approval of phasing plan for development;
6. Adoption of design guidelines for the specific plan area; and
7. Approval of the specific plan.

Adoption of the URSP established the land use entitlements for all land in the specific plan area. Additional General Plan amendments or zoning designations would not be required for specific developments in the specific plan area as long the development is consistent with the land uses and standards established by the URSP.

In conjunction with certification of the original Union Ranch Specific Plan EIR, the Manteca City Council approved the Union Ranch Specific Plan.

Refined Project

On August 17 2020 API Planning Architecture Plus Inc. of Modesto California submitted an application for the Woodbridge West Retail Center along with its associated documents. The project site is comprised of three parcels located in the Union Ranch Specific Plan that was adopted in 2005 and described above under the Original Project. The General Plan land use designation for the site is Commercial Mixed Use (CMU) wherein Commercial establishments are permitted after the approval of a Site Plan Design Review or with a Minor Use Permit if applicable. In the case of the Woodbridge West Retail Center application, a Minor Use Permit was triggered by the service station proposal which is required pursuant to Municipal Code Section 17.22.020. The applications that have been

submitted have been deemed consistent with the City's Minor Use Permit and Site Plan and Design Review application submittal requirements.

This project consists of four (4) new buildings on a currently undeveloped 6.6- acre site. The total square footage of new buildings is 58,385 square feet. The anticipated tenants for the new buildings will include a convenience store/gas station, two (2) restaurants, a salon, and four (4) retail spaces. A total of 269 parking spaces will be provided on site as depicted on the on the proposed site plan. There is one (1) proposed driveway access point to this site from Lathrop Road and two (2) proposed driveway access points from Union Road. There are also two access driveway points proposed from the adjacent (future) multi-family residential property to the west of the project site.

This project site is located within the boundary of the Union Ranch Specific Plan and is bordered to the north by a Senior Living Facility, to the south by Lathrop Road, to the west by a vacant parcel where an apartment complex development was approved but not yet developed, and to the east by Union Road. The project site is on Assessor Parcel Numbers 204-100-26 at 2127 N. Union Road, 204-100-25 at 2155 N. Union Road and 204-100-24 at 2193 N. Union Road.

Currently, there is a metal warehouse and an old residential property with a detached garage on site. These three structures will be removed prior to development of the Woodbridge West Retail Center. The project will be connecting to the existing City Storm Drainage system with an existing 42" stub at the northeast corner of the of the project site.

Based on a detailed review and analysis of the project application materials for the Refined Project by the City, it was determined that there was no evidence that there would be any new significant environmental effects, a substantial increase in the severity of previously identified environmental effects, or new information of substantial importance that would require major changes to the Union Ranch Specific Plan EIR pursuant to CEQA Guidelines Section 15162(a). Therefore, a Subsequent EIR is not warranted for this project.

The proposed Project (Refined Project) is an allowed project under the approved Union Ranch Specific Plan EIR, and provides more details that add more clarity on the site design for the already approved Commercial Mixed-Use site.

As part of this document, additional technical analysis was performed to determine if there were any new environmental impacts not known at the time of the original approval. No new significant impacts or an increase in the severity of environmental impacts have been identified as a result of the additional technical analysis.

In determining whether an Addendum is the appropriate document to analyze the proposed refinements to the project and its approval, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) 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 CEQA analysis approach to this project is to prepare an Addendum to the Union Ranch Specific Plan EIR, which will focus on proposed changes to the Project site and operational characteristics of the project compared to the analysis of the Project site in the Original Project EIR and Refined Project EIR Addendum.

1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM

When an environmental impact report 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.

As demonstrated in the environmental analysis provided in Section 3.0 (Environmental Analysis), the proposed changes do 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 EIR or negative declaration have occurred.

2.0 PROJECT DESCRIPTION

This section provides a detailed description of the proposed Project. The reader is referred to Section 3.0 (Environmental Analysis) for the analysis of environmental effects of the proposed refinements in relation to the analysis contained in the previously certified Union Ranch Specific Plan EIR (SCH # 2004092016).

2.1 PROJECT LOCATION AND SITE CHARACTERISTICS

The Project site consists of approximately 6.6 acres of land located at the southwest corner of the Union Road and Lathrop Road intersection in the City of Manteca. The Project site is located within approved Union Ranch Specific Plan, which is south and east of the Woodbridge subdivision in Manteca. The Union Ranch Specific Plan designates the site for Commercial Mixed Use. Existing uses on the Project site include a metal warehouse and an old residential property with a detached garage on site. These three structures will be removed prior to development of the Woodbridge West Retail Center.

The Project site's regional location is shown on Figure 1, the vicinity is shown on Figure 2, and an aerial photo is shown in Figure 3.

2.2 SURROUNDING LAND USES

The Project site is bound by an Lathrop Road to the south, Union Road to the east, undeveloped high density land to the west, and developed high density to the north. Land to the east and south at the corner of the Union Road/Lathrop Road intersection is commercial (CVS, O'Reilly's Auto, McDonalds, Taqueria, etc.). Land uses beyond the surrounding commercial and high density residential is generally low-density residential subdivisions.

2.3 PROJECT CHARACTERISTICS AND DESCRIPTION

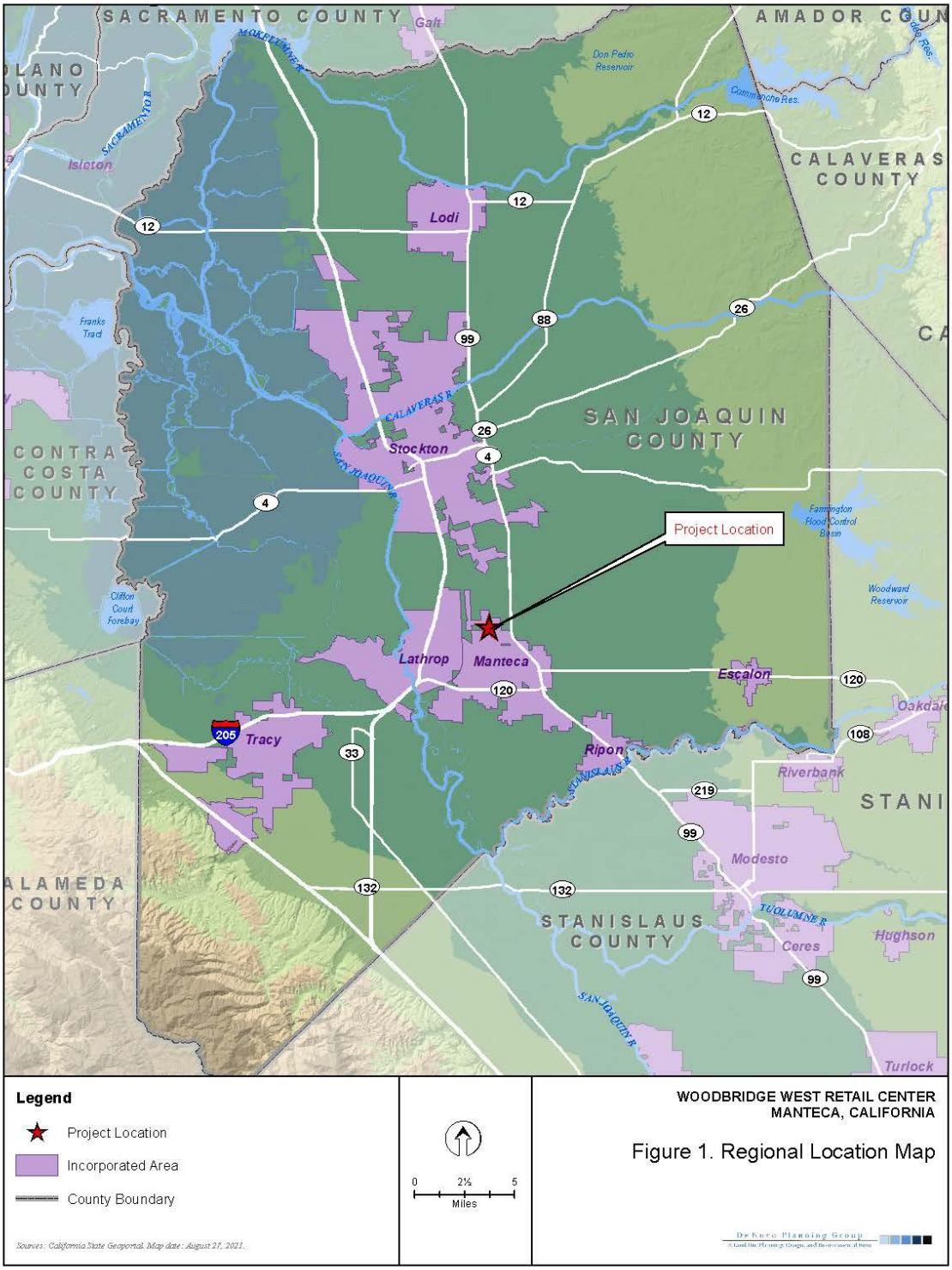
The Refined Project would include development of up to 58,965 square feet of commercial uses in four retail units (undefined), two restaurants (undefined), a salon, and a 7-11 convenience store with fueling stations of 6.6 acres. This includes 280 parking stalls to serve the commercial buildings.

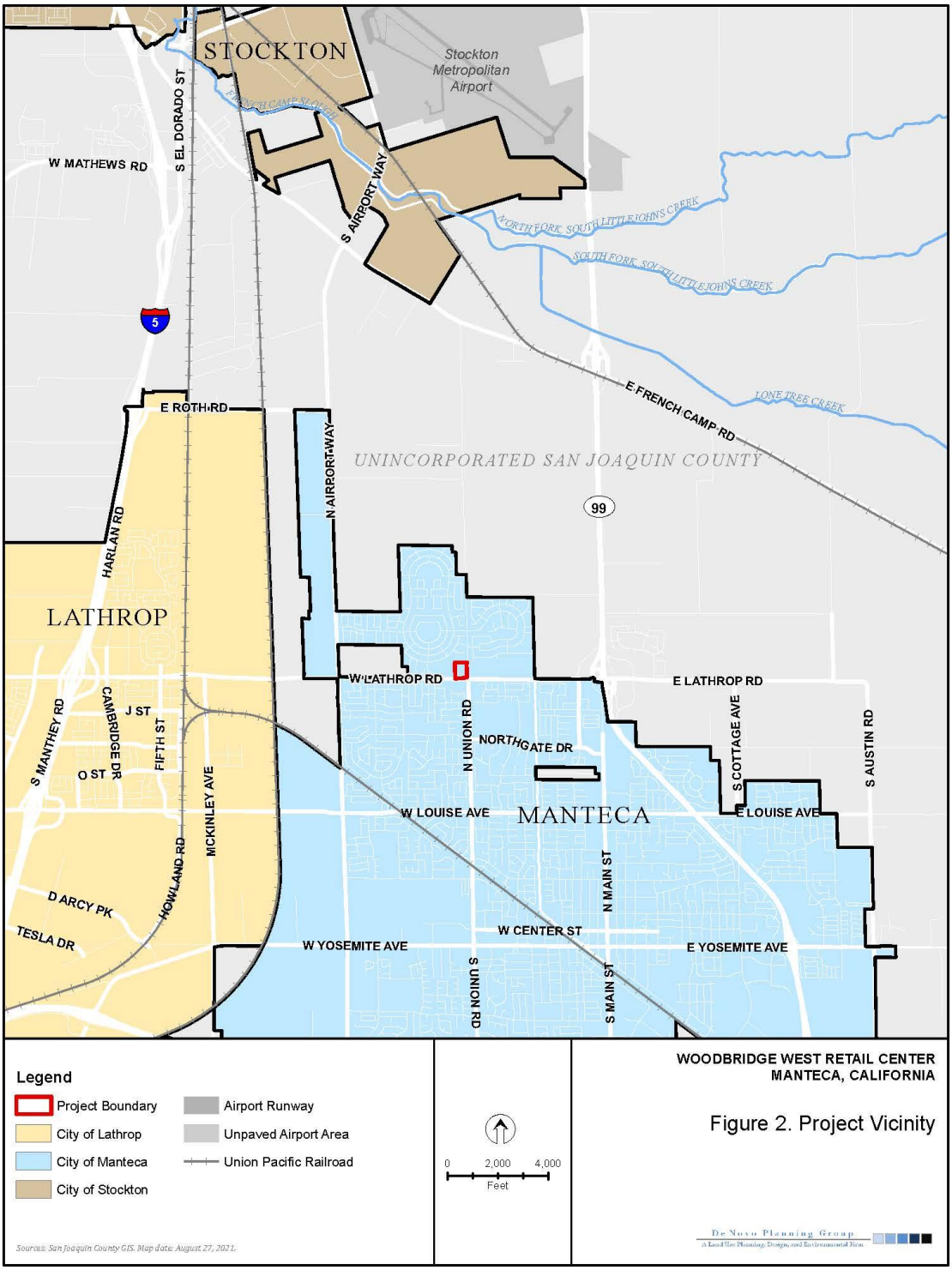
The proposed site plan is shown on Figure 4.

ENTITLEMENTS REQUESTED

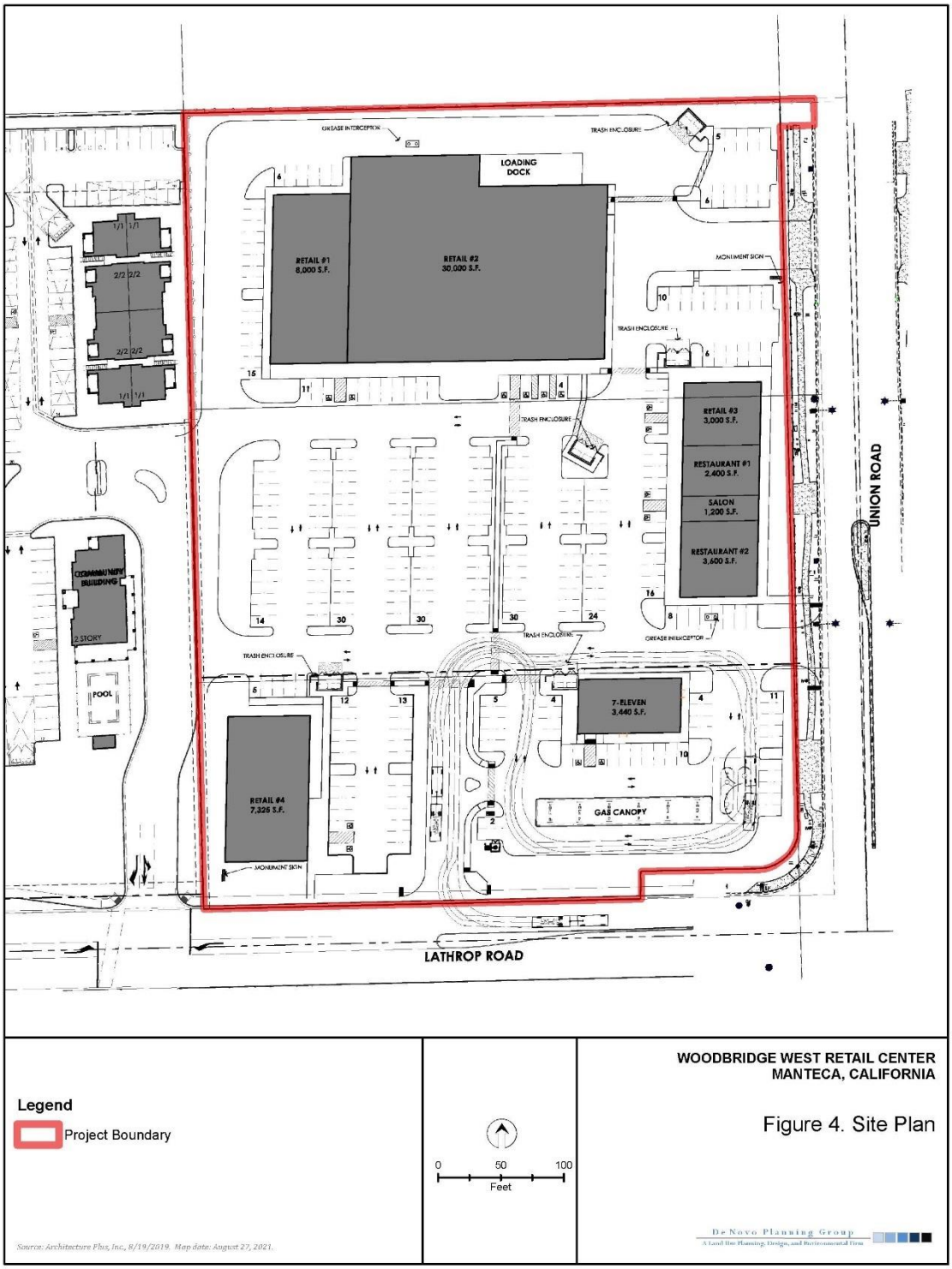
The following entitlements are requested in order to implement the Refined Project:

- Approval of Minor Use Permit.


SACRAMENTO COUNTY
AMADOR COUN
CALAVERAS COUNTY
SAN JOAQUIN COUNTY
CONTRA COSTA COUNTY
ALAMEDA COUNTY
STANISLAUS COUNTY
STANI
Galt
Isleton
Lodi
Stockton
Lathrop
Manteca
Escalon
Tracy
Ripon
Riverbank
Modesto
Ceres
Hughson
Turlock
Oakdale
Don Pedro Reservoir
Commanche Res.
Franks Tract
Clifton Court Forebay
Farmington Flood Control Basin
Woodward Reservoir
Project Location
MOKELUMNE R
SACRAMENTO R
CALAVERAS R
SAN JOAQUIN R
STANISLAUS R
TUOLUMNE R
12
88
99
26
4
120
205
33
132
219
108
Legend
Project Location
Incorporated Area
County Boundary
Sources: California State Geoportal, Map date: August 27, 2021.
0 2½ 5
Miles
WOODBRIDGE WEST RETAIL CENTER
MANTECA, CALIFORNIA
Figure 1. Regional Location Map
De Novo Planning Group


STOCKTON
Stockton Metropolitan Airport
W MATHEWS RD
S EL DORADO ST
S AIRPORT WAY
NORTH FORK, SOUTH LITTLE JOHNS CREEK
SOUTH FORK, SOUTH LITTLE JOHNS CREEK
LONE TREE CREEK
E FRENCH CAMP RD
E ROTH RD
UNINCORPORATED SAN JOAQUIN COUNTY
N AIRPORT WAY
HARLAN RD
99
LATHROP
W LATHROP RD
E LATHROP RD
S MANTHEY RD
CAMBRIDGE DR
J ST
O ST
FIFTH ST
MCKINLEY AVE
HOWLAND RD
N UNION RD
NORTHGATE DR
S COTTAGE AVE
S AUSTIN RD
W LOUISE AVE
MANTECA
E LOUISE AVE
N MAIN ST
D ARCY PK
TESLA DR
W CENTER ST
W YOSEMITE AVE
E YOSEMITE AVE
S UNION RD
S MAIN ST
Legend
Project Boundary
City of Lathrop
City of Manteca
City of Stockton
Airport Runway
Unpaved Airport Area
Union Pacific Railroad
0
2,000
4,000
Feet
Sources: San Joaquin County GIS. Map date: August 27, 2021.
WOODBRIDGE WEST RETAIL CENTER
MANTECA, CALIFORNIA
Figure 2. Project Vicinity
De Novo Planning Group


Woodbridge by Del Webb
DEL WEBB BLVD
CLEARWATER CREEK BLVD
NUTMEG LANDING LN
Raccoon Valley Park
SHADY GROVE ST
RACCOON VALLEY DR
RAVENBROOK LN
GOLDEN POND DR
GLENN FOREST DR
MAPLE HOLLOW LN
HARVEST MILL DR
RIVER BERRY DR
MORNING BROOK DR
PEPPER TREE LN
BELLCHASE DR
LIBERTY BELL LN
BELLE GLADE LN
SHADOW BERRY DR
MADISON GROVE DR
MAPLE VALLEY ST
MAPLE HILL CT
The Commons at Union Ranch
N UNION RD
MANOR STATION WAY
CVS
W LATHROP RD
Raley's
KEITH WAY
HYDE PARK PL
ZOE LN
CRUTCHFIELD LN
DEVON WAY
GINGER WAY
ASTER LN
ORNE LN
LILY LN
ABBY PL
HYDE PARK LN
IVY WAY
SPRAGUE ST
HASTINGS DR
BINGHAM LN
EKINS LN
HIGTON ST
George McParland Elementary
Doxey Park
ARROWSMITH DR
CROYDEN WAY
SHERWOOD PL
OLDHAM PL
DERBY CT
WEMBLEY WAY
East Union High School
Legend
Project Boundary
0 200 400
Feet
Sources: ArcGIS Online World Imagery Map Service, 5/4/2020; San Joaquin County GIS; Google Maps. Map date: August 27, 2021.
WOODBRIDGE WEST RETAIL CENTER
MANTECA, CALIFORNIA
Figure 3. Aerial View
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm


LOADING DOCK
RETAIL #1
8,000 S.F.
RETAIL #2
30,000 S.F.
RETAIL #3
3,000 S.F.
RESTAURANT #1
2,400 S.F.
SALON
1,200 S.F.
RESTAURANT #2
3,600 S.F.
7-ELEVEN
3,440 S.F.
GAS CANOPY
RETAIL #4
7,325 S.F.
COMMUNITY BUILDING
2 STORY
POOL
TRASH ENCLOSURE
GREASE INTERCEPTOR
MONUMENT SIGN
UNION ROAD
LATHROP ROAD
Legend
Project Boundary
0
50
100
Feet
WOODBRIDGE WEST RETAIL CENTER
MANTECA, CALIFORNIA
Figure 4. Site Plan
Source: Architecture Plus, Inc., 8/19/2019. Map date: August 27, 2021.
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

3.0 ENVIRONMENTAL ANALYSIS

This section of the Addendum provides analysis and cites substantial evidence that support's the City's determination that the proposed refinements to the Union Ranch Specific Plan do not meet the criteria for preparing a subsequent or supplemental EIR under CEQA Guidelines Section 15162.

As addressed in the analysis below, the proposed refinements to the Union Ranch Specific Plan are not substantial changes to the originally anticipated project, or the approved Refined Project. The proposed refinements to the Union Ranch Specific Plan 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 nearly equivalent to the impacts previously analyzed in the Final EIR or EIR Addendum.

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 that meet this criterion (CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions on the property 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, 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]). 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 Union Ranch Specific Plan. All impacts identified under the EIR have been determined to be less than significant, less than significant with mitigation, or significant and unavoidable. The City adopted CEQA Findings of Fact/Statement of Overriding Considerations relative to each impact at the time the EIR was certified for the Union Ranch Specific Plan (City Resolution No. R2005-349). Mitigation measures that were identified in the EIR for the purpose of lessening an impact to the extent feasible are embodied in a Mitigation Monitoring and Reporting Program.

The section below 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 Refined Project when compared to the Original Project.

4.1 LAND USE

Environmental Topic	Impact	Mitigation Measure	Impact After Mitigation
4.1-1 Conflicts with Land Use Plans, Policies, or Regulations. The project would be annexed to the City of Manteca and subject to the City's land use authority. The project would be consistent with the City's land use designations for the site. Some of the City's zoning definitions would be modified to be consistent with proposed land uses outlined in the URSP, but the zoning definitions would be consistent with the City's General Plan land use designations. Following approvalof the annexation of the project site to the City of Manteca by LAFCO, the proposed URSP would be consistent with the City's land use and zoning designations. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.1-2 Alteration of Land Use and Potential Conflicts with Existing or Future Land Uses Adjacent To the Project Site. Long-term impacts on adjacent land owners and conflicts associated with noise, odor, and dust from agricultural operations are expected to be minimal because the URSP site is bordered by urban and public/quasi-public land uses to the south. The proposed development is located adjacent to agricultural operations to the north, west, and east, and within the URSP area and implementation of the project could induce the conversion of adjacent agricultural lands to urban land uses. Potential conflictsbetween ongoing agricultural operations and development of the URSP area would be significant.	S	The project applicant shall phase the development of agricultural lands in the URSP area in such a way as to avoid the fragmentation of continuing agricultural operations. As development occurs in the URSP area, fencing, walls, or other suitable barriers shall be constructed or established at the interface between development and adjacent agricultural lands. Growers cultivating lands near or adjacent to urban developmentin the URSP area can be expected to comply with all necessary federal, state, and local restriction regarding buffers between pesticide/herbicide applications and sensitive areas, such as schools, residences, and parks. Required buffer distances may vary depending on the type of chemicals used and the method of application.	SU

		Residents and other individuals purchasing property near agricultural lands shall be provided information on the types of conflicts that may occur and appropriate means to address these conflicts, consistent with the City'sRight-to-Farm Ordinance. With regards to increased potential for the conversion of agricultural lands to the north, the project applicant shall implement Mitigation Measure 4.1-4 (below). The project applicant could also purchase land to the north to establish conservation easements to prevent future development of agricultural areas. However, these lands are designated for future residential lands uses in the City's General Plan and would conflict with intended land uses for the area. Further, it is the policy of the City to implement its General Plan. Therefore, implementation of conservation easements within the City would be infeasible. Although Mitigation Measure 4.1-4 would substantiallylessen significant impacts associated with farmland conversion impacts, the fees paid to the SJMSCP wouldonly partially offset conversion of Important Farmland.Therefore, full compensation for potential losses of Important Farmland would not be achieved, and this impact would remain significant and unavoidable.	
4.1-3 Potential for Division of an Existing Community. The project would not physically divide an established community. The existing rural residences and associated outbuildings do not	LTS	No mitigation is necessary.	LTS

constitutea defined community and would be incorporated into the new community created by the project. For this reason, this would be a less-than-significant impact.			
4.1-4 Direct Conversion of 530 Acres of ImportantFarmland to Nonagricultural Urban Use. Implementation of the project would result in the directconversion of approximately 289 acres of Farmland of Statewide Importance and 241 acres of Prime Farmlandto nonagricultural urban use. Conversion of agricultural land would be a significant impact.	S	The project applicant shall participate in the SJMSCP. Appropriate fees shall be paid by the project applicant to the City for forwarding to SJCOG on a per-acre basis for lost agricultural land during development of proposed URSP and associated offsite utility infrastructure. The SJCOG will use these funds to purchase conservation easements on agricultural and habitat lands in the projectvicinity (in the Central Index Zone identified in the SJMSCP). The preservation in perpetuity of agricultural lands through the SJMSCP, a portion of which would consist of Important Farmland, would ensure the continued protection of farmland in the project vicinity, partially offsetting project impacts. Implementation of Mitigation Measure 4.1-4 would substantially lessen significant impacts associated with theconversion of Important Farmland on the URSP site and associated utility corridors because funding conservation easements would provide assistance to public and privatesectors in protecting other farmland from the pressures of development. The easements are purchased for land exhibiting benefits to wildlife, including a combination ofhabitat, open space, and agricultural	SU

		lands, so the	
		compensation provided by the fee contribution for the project would not be applied exclusively to agricultural lands. Therefore, fees contributed to the SJMSCP wouldonly partially offset conversions of Important Farmland associated with project impacts implementation. In addition, no new farmland would be made available, andthe productivity of existing farmland would not be improved as a result of the SJMSCP mitigation. Therefore, full compensation for losses of Important Farmland would not be achieved. Impact 4.1-4 would remain significant and unavoidable after mitigation.	
4.1-5 Consistency with San Joaquin County Multi- Species Habitat Conservation and Open Space Plan. The project would be consistent with the land use designations of the City and County general plans and,therefore would be consistent with the SJMSCP. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site.

The Refined Project will be required to comply with applicable land use policies and the requirements of the City General Plan and Zoning Code to avoid or mitigate environmental effects. Furthermore, the Refined Project would not physically divide an established community, nor would it conflict with the City's current General Plan Land Use regulations.

The Refined Project supports the underlying goals of the City's General Plan to provide adequate land for development of a range of housing densities to meet the needs of all income groups.

Additionally, there are no new impacts beyond what was addressed in the Final EIR or EIR Addendum, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.2 VISUAL RESOURCES

4.2-1 Impacts on a Scenic Vista. No views on or nearthe URSP project site would be considered a scenic vista. Therefore, development of the project would not alter or obscure views of a scenic vista. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.2-2 Damage to Scenic Resources within a State Scenic Highway. No state scenic highways are locatedwithin the vicinity of the project site. Therefore, implementation of the project would not result in damages to scenic resources along a state scenic highway. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.2-3 Degradation of Visual Character. Implementation of the project would substantially alter the visual character of the project site through conversion of agricultural land to developed urban uses. Assessment of visual quality is a subjective matter and reasonable people can disagree as to whether such an alteration in the visual character of the project site would also be considered a substantial degradation of the visual character. For this analysis, a conservative approach is taken, and the potential for degradation of the visual character of the project site would be considered a significant impact.	S	Because of the scale and location of the URSP project, there is no feasible mitigation available to address aesthetic resource impacts associated with the conversionof agricultural land to urban development. Although design, architectural, development, and maintenance standards are included in the URSP to ensure that urbandevelopment in the plan area remains within certain aesthetic guidelines, there is no mechanism to allow implementation of the project while avoiding the conversion of the local viewshed from agricultural to urban development. Thus, impacts related to the degradation of the local viewshed through conversion of agricultural lands to urban development are considered significant and unavoidable.	SU

4.2-4 Impacts from Lighting. The project would require lighting of new development that could inadvertently cause light and glare for motorists on adjacent roadways. In addition, the degree of darkness would diminish as a result of development, effectively obscuring views of stars, constellations, and other features of the night sky. Implementation of lighting guidelines included in the URSP would substantially reduce the potential level of light generated by the project, thereby minimizing the potential for these effects. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site.

The Refined Project would not result in any new potential aesthetic impacts and would not increase the significance of any aesthetic impacts identified in the Original Project or Refined Project. Mitigation Measures identified Draft EIr for the Original Project would be sufficient in addressing the requirements for the Refined Project. Additionally, the Refined Project is subject to the City of Manteca' design requirements, which would ensure that the exterior facades of the proposed structures, landscaping, streetscape improvements, and exterior lighting improvements are compatible with the surrounding land uses.

Additionally, there are no new impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.3 AIR QUALITY

4.3-1 Increases in Regional Criteria Pollutants during Construction. Construction associated with the URSP would result in the generation of NO_X, ROG, andPM_{10} emissions. Sufficient emissions could be generatedduring project construction such that applicable air quality standards could be violated, or emissions would contribute substantially to an existing or projected air quality violation at nearby receptors. This would be a significant impact.	S	The SJVAPCD emphasizes implementation of effectiveand comprehensive control measures rather than requiring a detailed quantification of construction emissions. The SJVAPCD requires that all feasible control measures (dependent on the size of the construction area and the nature of the construction operations) shall be incorporated and implemented. Based on available information, it appears that the application of standard construction mitigation measures for the control of fugitive dust (i.e., the application of water or soil stabilizers) are effective methods of reducingdust-related impacts on agricultural crops. In accordance with SJVAPCD guidelines (SJVAPCD 1998), the following mitigation measures, which includesSJVAPCD Basic, Enhanced, and Additional Control Measures, shall be incorporated and implemented. . It is recognized that SJVAPCD Regulation VIII, uponwhich the following control measures are based, has recently undergone revision and that these control measures are subject to future periodic revision. Therefore, the project applicant shall annually contactthe SJVAPCD to identify the most recent fugitive dust control measures required to be implemented by the proposed project and implement them accordingly during project construction. < All disturbed areas, including storage piles, which arenot being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover.	SU

		< All onsite unpaved construction roads and offsite unpaved construction access roads shall be effectivelystabilized of dust emissions using water or chemical stabilizer/suppressant. < All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dustemissions utilizing application of water or by presoaking. < During demolition of buildings all exterior surfaces ofthe building shall be wetted. < When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dustemissions, or at least 6 inches of freeboard space fromthe top of the container shall be maintained. < All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visibledust emissions. Use of blower devices is expressly forbidden.) < Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. < Onsite vehicle speeds on unpaved roads shall be limited to 15 mph. < Sandbags or other erosion control measures shall be installed to prevent silt runoff to	

		public roadways from adjacent project areas with a slope greater than1 percent. < Wheel washers shall be installed for all exiting trucks and equipment, or wheels shall be washed to removeaccumulated dirt prior to leaving the site. < Excavation and grading activities shall be suspended when winds exceed 20 mph. < The overall area subject to excavation and grading atany one time shall be limited to the fullest extent possible. < Onsite equipment shall be maintained and properlytuned in accordance with manufacturers' specifications. < When not in use, onsite equipment shall not be left idling. In addition to the measures identified above, the following measures from Table 6-3 of the *Guide forAssessing and Mitigating Air Quality Impacts* shall be implemented: < Install wind breaks at windward sides of constructionareas. (This measure will be implemented if the City,in coordination the SJVAPCD, determines that the fugitive dust control measures described above are not sufficiently effective.) < Comply with the NESHAPS during the renovation/demolition of any existing buildings on the project site with the potential to contain asbestos. Consult the SJVAPCD's *Asbestos-Compliance Assistance Bulletin*, dated December 1994, to ascertain whether individual structures on the project site are subject toNESHAPS. The City, after consultation with the applicant, shall require all feasible additional measures to control construction emissions. Such measures may include, butare not	

		limited to the following items from Table 6-4 of the *Guide for Assessing and Mitigating Air Quality Impacts* and other sources: < Use alternative-fueled construction equipment, where reasonably available, such as equipment capable of using biodiesel or emulsified fuel. < Limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use atany one time. < Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via aportable generator set). < Curtail construction during periods of high ambient pollutant concentration; this may include ceasing of construction activity during the peak hour of vehicular traffic on adjacent roadways (or ceasing/reducing heavy-duty equipment usage on Spare the Air Days). < Before construction contracts are issued, the project applicant would perform a review of new technology,as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reduction are available for use and are economically feasible. Construction contracts/bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future both NO_X and PM_{10} control equipment will be available. The SJVAPCD shall be consulted with on this process. Implementation of Mitigation Measure 4.3-1 would substantially	

		lessen impacts resulting from emissions associated with construction activities. All actions required by the SJVAPCD shall be implemented, whichwould be considered the extent of available feasible mitigation measures. Under most circumstances this would be sufficient to reduce impacts related to construction emissions to less-than-significant levels. However, the SJVAB is currently in nonattainment for PM_{10} (serious nonattainment for federal standards) and ozone (severe nonattainment for state and extreme nonattainment for federal standards). Therefore, even with implementation of the mitigation measures described above, construction emissions associated with aproject the size of the URSP (approximately 553 acres) could be sufficient to result in violations of applicable air quality standards, or could contribute substantially to an existing or projected air quality violation. Impact 4.3-1 would remain a significant and unavoidable impact.	

4.3-2 Exposure of Sensitive Receptors to Toxic Air Contaminants. Commercial land uses proposed under the URSP would have the potential to emit toxic air contaminants. Although these facilities would be subjectto stringent regulations, because the locations of these facilities in relation to sensitive receptors is not known atthis time, there is a potential that sensitive receptors could be located in proximity to stationary- or mobile-source TAC emissions in excess of SJVAPCD significance thresholds. This would be a potentially significant impact.	PS	As indicated in the discussion of Impact 4.3-2, implementation of the proposed project would result in potentially significant increases in stationary-source and mobile-source TACs associated with Commercial land uses. The SJVAPCD shall impose various permitting conditions for stationary TAC sources. These conditionsreflect the stringent application of air quality laws and substantially lessen the severity of potential impacts. However, as discussed above, even with implementation of permit conditions there is a potential that elements of the public could be exposed to levels of TACs that would exceed SJVAPCD significance thresholds. The only available mitigation to ensure no exposure of sensitive receptors to significant levels of TACs would be to completely separate emission sources from all sensitive receptor. However, many stationary TAC sources (gas stations, dry cleaners, auto repair facilities) are typically integrated with land uses containing sensitive receptors. Restricting the locations of all TAC generating facilities tospecific areas would not be practical or economically feasible. Thus, implementing the project would result in a significant and unavoidable adverse impact with respectto stationary-source TACs. Mobile-source TACs are a relatively new concern for the ARB, so specific guidelines and practices regarding assessing impacts and providing mitigation are not available. It is also unclear what effects the ARB's new diesel engine emission standards and diesel particulate matter regulations would have on the level of impact and the necessity for, or type of, mitigation. Therefore, the specific conditions of mobile-source TAC impacts cannot be determined at this time. The only available mitigation—completely separating emission	SU

		sources (diesel vehicles) from all sensitive receptor—is not feasible. Therefore, no feasible mitigation is available forImpact 4.3-2 to reduce the impact to a less-than- significant level. Thus, implementing the proposed project would result in a significant and unavoidable adverse impact with respect to mobile-source TACs. Theproject applicant shall coordinate with the SJVAPCD as the project proceeds to assess situations in which toxic risk from diesel PM may occur and to review methodologies that may become available to estimate therisk. No other feasible mitigation is available at this time toreduce this impact to a less-than-significant level. Therefore, the exposure of sensitive receptors to toxic aircontaminants would be a significant and unavoidable impact.	
4.3-3 Increases in Odorous Emissions. Implementation of the URSP may result in the exposure of sensitive receptors to significant odors.This would be a potentially significant impact.	PS	As indicated in the discussion of Impact 4.3-3, implementation of the proposed project would result in exposure of onsite receptors to nearby existing odor sources and potential odor sources associated with development within the commercial mixed use districts. Compliance with SJVAPCD permit and nuisance rules related to odors would help to limit exposure of receptorsto offensive odors. However, as discussed above, increases in odor complaints could potentially occur, due primarily to increased development downwind of the existing solid waste transfer station and, to a lesser extent,with potential development of minor odor sources within the plan area (e.g., dry cleaning establishments, restaurants, gasoline stations). No other feasible mitigation is available at this time to reduce potential odor impacts to a less-than-significant level. Therefore, potential exposure of sensitive receptors to odorous emissions would be a	SU

		significant andunavoidable.	
4.3-4 Increases in Local Mobile-Source CO Concentrations. Implementation of the project wouldresult in the generation of CO at nearby intersections from increased vehicular traffic on the local transportation network. However, the project would not contribute to CO concentrations that exceed the CAAQS of 9.0 ppm for 8 hours or 20 ppm for 1 hour. Therefore, the project's contribution to localized mobile-source CO concentrations at sensitive receptors would be less than significant.	LTS	No mitigation is necessary.	LTS

4.3-5 Increases in Long-term Regional Emissions. Implementation of the project would result in increases in long-term regional emissions, primarily associated with mobile sources that would exceed the SJVAPCD's recommended significance thresholds of 10 TPY for ozone precursor pollutants ROG and NOX. This wouldbe a significant impact.	S	The City, after consultation with the applicant, shall require that all feasible emission control measures be incorporated into project design and operation. Such measures may include, but are not limited to, the following items recommended in the SJVAPCD Guide forAssessing and Mitigating Air Quality Impacts (SJVAPCD 1998) and other sources. It should be noted that many ofthese measures are already included in the proposed project design (as indicated in parenthetical notes below); however, they are repeated here to allow a complete listing of the SJVAPCD guidelines. < Provide transit enhancing infrastructure that includestransit shelters, benches, street lightening, route signsand displays, and/or bus turnouts/bulbs (already incorporated into project design). < Provide park and ride lots. < Provide pedestrian enhancing infrastructure that includes sidewalks and pedestrian paths, direct pedestrian connections, street trees to shade sidewalks, pedestrian safety designs/ infrastructure, street furniture and artwork, street lightening, and/orpedestrian signalization and signs (already incorporated into the project design). < Provide bicycle enhancing infrastructure that includes bikeways/paths connecting to a bikeway system, secure bicycle parking, and/or employee lockers and showers (bicycle lanes and trails already incorporated into the project design). < Use solar, low-emissions, central, or tankless water heaters (residential and commercial), increase wall and attic insulation beyond Title 24 requirements (residential and commercial),	SU

		orient buildings to takeadvantage of solar heating and natural cooling and use passive solar designs (residential, commercial, and industrial), replace wood-burning stoves and fireplaces with gas-fired fireplaces or inserts. < Deciduous trees should be planted on the south-facing and west-facing sides of buildings. < Natural gas lines and electrical outlets should be installed in patio areas to encourage the use of gasand/or electric barbecues. < Businesses or individuals shall be allowed, through the zoning and building permit process, the option ofinstalling electric/natural gas fuel hookups. < If a gasoline service station is developed as part of theproposed project, it is encouraged that natural gas fueling be incorporated as part of the station. < The project applicant shall develop and implement a program to encourage employers to promote the useof low-emission vehicles, thus providing emission reductions. The program may include financial incentives, preferred parking, or other benefits for employees and businesses that use low-emission vehicles. < The City shall encourage the project applicant to develop/participate in a program to provide, or subsidize the purchase cost of electric lawnmowersand electric edgers for project homeowners. With implementation of Mitigation Measure 3.3-e, significant impacts relating to long-term	

		regional emissions would be substantially lessened, but not mitigated to less-than-significant levels (i.e., mitigated to levels below the SJVAPCD's recommended significant threshold of 10 Tons/Year for ROG and 10 Tons/Year for NO_X [Table 4.3-5]). No other feasible mitigation is available to reduces this impact to a less-than-significant level. Thus, increases in long-term regional emissions attributable to the project would be considered a significant and unavoidable impact.	

Discussion
These impacts were identified and discussed in the Draft EIR.

Operational Emissions
The Refined Project does not designate any new sites for development and would not result in any substantial changes to the site uses or location of development. The Refined Project would not result in any significant changes that would change impacts associated with operational emissions. The traffic generated by the Refined Project is in alignment with the traffic that was anticipated in the Original Project; however, it is noteworthy that there have been significant emission and fuel efficiency improvements in mobile sources, and energy efficiency in area sources when compared to what was assumed under the Original Project. Overall, operational emissions would have a negligible change under the Refined Project.

Construction Emissions
The Refined Project does not designate any new sites for development and would not result in any substantial changes to the construction methods or location of development. The Refined Project would not result in any significant changes that would change impacts associated with construction emissions. Therefore, the construction emissions would have a negligible change relative to the Refined Project.

SJVAPCD Rule VIII requires implementation of various fugitive PM10 measures. It is also noted that construction equipment fleet have had significant improvements since the Original Project was approved, therefore, the construction activities are anticipated to have impacts that are less then if the project were to be constructed under the assumptions of the Original Project.

Carbon Dioxide Hotspots

The Refined Project would not result in violations of the ambient air quality standards related to CO. The region is currently in attainment for CO and the slight change in traffic volume does not create a hotspot.

Toxic Air Contaminants

A Toxic Air Contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards.

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007) and identified a group of 93 compounds emitted from mobile sources. In addition, EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment. These are acrolein, benzene, 1,3-butidiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter.

The 2007 EPA rule requires controls that will dramatically decrease Mobile Source Air Toxics (MSAT) emissions through cleaner fuels and cleaner engines. According to an FHWA analysis using EPA's MOBILE6.2 model, even if vehicle activity (VMT) increases by 145 percent, a combined reduction of 72 percent in the total annual emission rate for the priority MSAT is projected from 1999 to 2050. California maintains stricter standards for clean fuels and emissions compared to the national standards, therefore it is expected that MSAT trends in California will decrease consistent with or more than the U.S. EPA's national projections.

CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (2007) to provide information to local planners and decision-makers about land use compatibility issues associated with emissions from industrial, commercial and mobile sources of air pollution. The CARB Handbook indicates that mobile sources continue to be the largest overall contributors to the State's air pollution problems, representing the greatest air pollution health risk to most Californians. The most serious pollutants on a statewide basis include diesel exhaust particulate matter (diesel PM), benzene, and 1,3-butadiene, all of which are emitted by motor vehicles. These mobile source air toxics are largely associated with freeways and high traffic roads. Non-mobile source air toxics are largely associated with industrial and commercial uses. Table 1 provides the CARB minimum separation recommendations on siting sensitive land uses. The Refined Project does not include any of the source categories identified in the CARB minimum separation standards.

TABLE 1: CARB MINIMUM SEPARATION RECOMMENDATIONS ON SITING SENSITIVE LAND USES

Source Category	*Advisory Recommendations*
Freeways and High-Traffic Roads	• Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	• Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). • Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	• Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. • Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	• Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the CARB on the status of pending analyses of health risks.
Refineries	• Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	• Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloro-ethylene	• Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perc dry cleaning operations.
Gasoline Dispensing Facilities	• Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

SOURCE: AIR QUALITY AND LAND USE HANDBOOK: A COMMUNITY HEALTH PERSPECTIVE (CARB 2005).

There are existing and proposed sensitive receptors adjacent to the Refined Project. The Refined Project includes a typical gasoline dispensing facility associated with the 7-Eleven retail facility. The gasoline dispensing facility is located approximately 300 feet east of the future residential buildings, , and approximately 600 feet south of the existing residential buildings. These distances are well beyond the distance included in Table 1 for gasoline dispensing facilities.

Objectionable Odors

Implementation of the Refined Project would not directly create or generate objectionable odors to a significant degree. Decomposition of biological materials, such as food waste and other trash, could create objectionable odors if not properly contained and handled. The Refined Project would provide waste receptacles throughout the Project site and would utilize outdoor trash dumpsters with lids, which would be picked up regularly during normal solid waste collection operating hours within the area. The dumpster lids are intended to contain odors emanating from the dumpsters. The dumpsters would be stored in screened areas for further protection from potential objectionable odors. The garbage collected on-site and stored in the outdoor dumpsters would not be on-site long enough to cause substantial odors. Thus, the outdoor, enclosed, and covered trash dumpsters that would be picked up regularly would provide proper containment and handling of the trash generated on-site.

Cumulative Air Quality Impacts

As shown above, the Refined Project would result in air emissions below what was anticipated by the Original Project. The Refined Project is located within the City of Manteca Sphere of Influence and is designated for development under the adopted City of Manteca General Plan. As such, the Refined Project does not conflict with the land use assumptions used to prepare the applicable air quality attainment plan (AQAP) and State Implementation Plan (SIP). The same mitigation measures included in the Union Ranch Specific Plan Draft EIR would be applicable to the Refined Project. The

Refined Project would not have any cumulative air quality impacts beyond what was addressed in the EIR.

Conclusion

The Refined Project would not increase the severity of the impacts beyond what was addressed in the Final EIR. Mitigation Measures identified in the EIR for the Original Project would be sufficient in addressing the requirements for the Refined Project. There are no new impacts beyond what was addressed in the Final EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.4 NOISE

4.4-1 Increases in Short-term Construction- generated Noise. Depending on the construction activities being performed, as well as the duration and hours during which activities occur, construction-generated noise levels at nearby residences could resultin increased levels of annoyance and sleep disruption for occupants of nearby residences. This would be a significant impact.	S	(a) Construction activities shall be limited to the least noise-sensitive daytime hours of 7 a.m. to 7 p.m. Construction activities shall not be allowed on Sundays and legal holidays. These limitations shall be specified in all construction contracts and specifications entered into by the applicant and/or its successors in interest. (b) In addition, all construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and acoustical shields or shrouds, in accordance with manufacturers' recommendations. Construction equipment and truck routes shall be arranged to minimize travel adjacent to occupied residences. Stationary construction equipment and staging areas shall belocated as far as possible from sensitive receptors.	LTS

4.4-2 Stationary-Source Noise Generated by OnsiteLand Uses. Increases in stationary-source noise associated with proposed project land uses could potentially exceed the City's maximum allowable noisestandards. This would be a significant impact.	S	(a) When tentative subdivision maps and commercial usesare proposed, site-specific acoustical analyses shall be conducted to determine predicted noise impacts attributable to the proposed project taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary and mobilesource noise attributable to the proposed use and impacts to nearby noise-sensitive land uses, in accordance with adopted City of Manteca noise standards. Feasible measures shall be identified to reduce project-related noise impacts. Mitigation measures may include, but are not limited to, the following: < Use of increased noise-attenuation measures in building construction (e.g., dual-pane, sound-ratedwindows; mechanical air systems; exterior wall insulation, etc.); < Locating mechanical equipment (e.g., air conditioning and ventilation systems, pump stations, etc.) at the farthest distance from and/orbe shielded from nearby existing and proposed noise-sensitive land uses; < Limit noise-generating operational activities associated with the proposed commercial land uses, including truck deliveries and the loading and unloading of materials. (b) The following measures shall apply to noise- generating activities associated with proposed recreational land uses, including neighborhood andcommunity parks, trails, and open space areas:	SU

		< Onsite landscape maintenance equipment shall be equipped with properly operating exhaust mufflersand engine shrouds, in accordance with manufacturers' specifications. < The operation of onsite landscape maintenance equipment shall be limited to the least noise- sensitive daytime hours of 7 a.m. to 7 p.m. < Outdoor use of amplified sound systems shall be limited to the least noise-sensitive daytime hours of7 a.m. to 7 p.m. < Use of on-site outdoor recreational facilities shall conform to City regulations. Implementation of Mitigation Measure 4.4-2(a, b), alongwith compliance with the County's General Plan noise policies, would reduce stationary-source noise impacts. However, noise levels at some offsite noise-sensitive landuses could potentially exceed local noise criteria, even with implementation of all feasible mitigation measures. Single-event noise levels at residential uses located adjacent to or within areas designated for commercial mixed-use would be of particular concern, because of intermittent noise typically associated with truck deliveries and the loading/unloading of materials. This impact would be considered significant and unavoidable. Measures for mitigating traffic noise at existing offsite receptors typically include construction of sound walls/barriers, relocation or demolition of adversely affected residences, as well as implementation of sound insulation measures, including retrofit of existing windows and doors and increased insulation in wall cavities. Construction of a sound wall along some roadways, such as Union Road and Airport Road, may block access to existing dwellings and,	

		consequently, maynot be feasible mitigation. Usually, construction of soundwalls is the most practical and cost-effective way to reducetraffic noise levels where such walls are feasible. Implementation of other noise-reduction methods (i.e., relocation or retrofit of structures) would be dependent on predicted noise levels and site-specific conditions (e.g.,setback distances, location of outdoor activity areas, building construction characteristics, intervening terrain/structures). Implementation of Mitigation Measure 4.4-2(a) would reduce traffic noise impacts at existing offsite noise-sensitive receptors, but not necessarily to a less-than-significant level for all adverselyaffected offsite receptors. This impact would be considered significant and unavoidable.	
4.4-3 Increases in Existing Traffic Noise Levels. Implementation of the proposed specific plan would contribute to an increase in traffic noise levels in excess of adopted noise standards. This is would be a significant impact.	S	Implement Mitigation Measure 4.4-2(a). Implementation of Mitigation Measure 4.4-2(a, b), alongwith compliance with the County's General Plan noise policies, would reduce stationary-source noise impacts. However, noise levels at some offsite noise-sensitive land uses could potentially exceed local noise criteria, even with implementation of all feasible mitigation measures. Single-event noise levels at residential uses located adjacent to or within areas designated for commercial mixed-use would be of particular concern, because of intermittent noise typically associated with truck deliveries and the loading/unloading of materials. This impact would be considered significant and unavoidable. Measures for mitigating traffic noise	SU

		at existing offsite receptors typically include construction of sound walls/barriers, relocation or demolition of adversely affected residences, as well as implementation of sound insulation measures, including retrofit of existing windows and doors and increased insulation in wall cavities. Construction of a sound wall along some roadways, such as Union Road and Airport Road, may block access to existing dwellings and, consequently, maynot be feasible mitigation. Usually, construction of soundwalls is the most practical and cost-effective way to reducetraffic noise levels where such walls are feasible. Implementation of other noise-reduction methods (i.e., relocation or retrofit of structures) would be dependent on predicted noise levels and site-specific conditions (e.g., setback distances, location of outdoor activity areas, building construction characteristics, intervening terrain/structures). Implementation of Mitigation Measure 4.4-2(a) would reduce traffic noise impacts at existing offsite noise-sensitive receptors, but not necessarily to a less-than-significant level for all adverselyaffected offsite receptors. This impact would be considered significant and unavoidable.	

4.4-4 Compatibility of Proposed Land Uses with Projected Onsite Noise Levels. Predicted noise levels at some noise-sensitive receptors associated with the project would exceed the County's "normally acceptable" land use compatibility noise standards. As aresult, this would be a significant impact.	S	Implement Mitigation Measure 4.4-2(a-b). Implementation of Mitigation Measure 4.4-2 would help to ensure compliance with Title 24 of the California Code of Regulations, which requires the preparation of an acoustical analysis for multifamily residences to achieve an interior noise level of 45-dBA CNEL/ Ldn. However, although implementation of Mitigation Measure 4.4-2 would be effective in reducing average daily interior noiselevels of single- and multiple family residences, noise levels within outdoor activity areas of some proposed residences could still exceed adopted noise standards. In addition, single-event noise levels at some receptors could still occur, resulting in increased levels of annoyance and sleep disruption. Residences proposed for construction along major roadways, as well as those located adjacent toor within areas designated for commercial mixed-use would be of particular concern, due to intermittent noise typically associated with commercial truck deliveries and the loading/unloading of materials. Although, as previously discussed, agricultural activities on adjacent parcels may contribute to onsite noise levels, agricultural activities occurring with San Joaquin Countyare protected by the County's Right-To-Farm ordinance.Mitigation measures already included to reduce onsite exterior and interior noise levels, which may include application of increased building attenuation measures orsound barriers, may also help to reduce noise levels from nearby agricultural sources. However, additional mitigation measures are not available to directly reduce potential noise impacts associated with nearby agricultural operations. This impact would be considered significant and unavoidable.	SU

Discussion
These impacts were identified and discussed in the Draft EIR. The Refined Project was determined to generate traffic that is in alignment with the Original Project studied in the Draft EIR. The details of the Refined Project would not significantly change daily traffic anticipated under the Original Project and the resulting noise and vibration impacts would be aligned with what was anticipated under the Original Project. The same mitigation measure included in the Union Ranch Specific Plan Draft EIR would be applicable to the Refined Project.

There are no new impacts beyond what was addressed in the Final EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.5 BIOLOGICAL RESOURCES

4.5-1 Impacts on Common Plants and Wildlife. Implementation of the project would not substantiallyreduce available habitat or the population of any common plant or animal. This impact would be less than significant.	LTS	No mitigation is necessary.	LTS
4.5-2 Impacts on Special-Status Plants. Implementation of the project would result in loss and disturbance of freshwater marsh habitat that could support special-status plant species. This would be a potentially significant impact.	PS	(1) The project applicant shall request coverage underthe SJMSCP and fees shall be paid in the amount determined by SJCOG during the application and review process for the URSP. Potentially suitable habitat for special-status plant species that would be affected by implementation of the URSP is currently present in the irrigation ditchesin the project site. During the SJMSCP application process, SJCOG will determine whether the project site supports suitable habitat for special-status plant species. If SJCOG determines suitable habitat is present on or adjacent to the project site, the following SJMSCP incidental take avoidance and minimization measures for special-status plant species shall be implemented: (a) Before project construction, surveys for the special-status plants listed in Table 4.5-1	LTS

		shall be conducted by a qualified botanist at the appropriate time of year when the target species would be in flower or otherwise clearly identifiable. Surveys shall be conducted in accordance with specific methodologies describedin Section 5.2.2.5 of the SJMSCP. If special-status plants are found, the following measures shall be implemented: < Sanford's arrowhead and slough thistle: The SJMSCP requires complete avoidance for these species; therefore, potential impacts on these species could not be covered through participation in the plan. If these species are present in the project area and cannot be avoided, a mitigation plan shall be developed, with review and input from the regulatory agencies (e.g., DFG). The mitigation plan shall identify mitigation measures for any populations affected by the project, such as creation of off-site populations through seed collection or transplanting, preserving and enhancing existing populations, or restoring orcreating suitable habitat in sufficient quantities to compensate for the impact. All mitigation measures that the City determines through this consultation to be necessary shall be implemented by the project proponent. These measures shall be	

		designed to ensure that the project does not result in a net reduction in the population size or range of Sanford's arrowhead and slough thistle. < Rose mallow and Delta tule pea: These species are considered widely distributed species by the SJMSCP, and dedication of conservation easements is the preferred option for mitigation. If these species are found in the project area, the possibility of establishing a conservation easement shall be evaluated. If dedication of a conservation easement is not a feasible option, payment of SJMSCP development fees may be used to mitigate impacts on these species. Use of conservation easements or development fees for establishment of habitat preserves, or a combination of the two mechanisms, shall be sufficient to avoid an overall net reduction in the population size or range of rose-mallow and Delta tule-pea. < Wright's trichocoronis: This species is considered narrowly distributed by the SJMSCP, and dedication of conservation easements is the preferred option for mitigation. If this species is found in the project area, the possibility of establishing a conservation easement shall be evaluated. If dedication of a conservation easement is not anoption, the SJMSCP requires a consultation	

		with the permitting agency representatives on the Technical Advisory Committee to determine the appropriate mitigation measures. These may include seed collection or other measures and would be determined on a population basis, taking into account the species type, relative health, and abundance. (2) After the appropriate mitigation has been determined, it shall be implemented by theproject proponent.	
4.5-3 Impacts on Swainson's Hawk. Implementationof the project would result in loss of potential foraging habitat for Swainson's hawk and could affect nesting Swainson's hawks. This would be a significant impact.	S	(1) The project applicant shall request coverage underthe SJMSCP and fees shall be paid in the amount determined by SJCOG during the application and review process for the URSP. (2) Potentially suitable nesting habitat for Swainson's hawk that would be affected by implementation of theURSP is currently present in large suitable nesting trees in the project site. During the SJMSCP application process, SJCOG will determine whether the project site supports suitable nesting habitat for Swainson's hawk. If SJCOG determines suitable habitat is present on or adjacent to the project site, the following SJMSCP incidental take avoidance and minimization measures for Swainson's hawk shall be implemented: If the project proponent elects to remove nest trees, then nest trees shall be removed between September 1 and February 15, when the nests areunoccupied. (a) (b) If the project proponent elects to retain a tree with an active	LTS

		nest or a nest becomes established in a suitable nest tree during the construction period, a setback shall be established that excludes all construction activities within a distance of two times the dripline of the tree, measured from the nest. This setback shall be maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave the nest. Setbacks shall be marked by brightly colored temporary fencing or other obvious markers.	
4.5-4 Impacts on Western Burrowing Owl. Implementation of the project could result in loss of active burrows and disturbance of nesting owls. Thiswould be a potentially significant impact.	PS	(1) The project applicant shall request coverage underthe SJMSCP and fees shall be paid in the amount determined by SJCOG during the application and review process for the URSP. (2) Potentially suitable nesting habitat for burrowing owl that would be affected by implementation of the URSP is currently present along the sandy banks of the irrigation ditches and along the dirt berm at the water storage basin in the project site. During the SJMSCP application process, SJCOG will determine whether the project site supports suitable nesting habitat for burrowing owl. If SJCOG determines suitable habitat is present on or adjacent to the projectsite, the following SJMSCP incidental take avoidance and minimization measures for burrowing owl shall be implemented: (a) Burrowing owls may be discouraged from entering or	LTS

		occupying construction areas by discouraging the presence of ground squirrels. To accomplish this, the project proponent could prevent ground squirrels from occupying the project site by employing one of several methods outlined in Section 5.2.4.15 of the SJMSCP. These include retention of tall vegetation, regulardiscing of the site, or use of chemicals or traps to kill ground squirrels. (b) Preconstruction surveys for burrowing owls shall be conducted within 75 meters of areas of project activity in locations with potential burrow habitat,including field edges, roadsides, levees, and fallowfields. Actively farmed agricultural fields and regularly disced or graded fields do not provide suitable burrow sites and need not be surveyed. The survey shall be conducted within 1 week before the beginning of construction. If burrowing owls are found, the following measuresshall be implemented: < During the nonbreeding season (September 1 through January 31), burrowing owls occupying the project site shall be evicted fromthe project site by passive relocation as described in the DFG's Staff Report on Burrowing Owls (DFG 1995). < During the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a 75-meter	

		protective buffer until and unless the Technical Advisory Committee, with the concurrence of the permitting agencies' representatives on the Technical Advisory Committee, or a qualified biologist approved by the permitting agencies, verifies through noninvasive means that either (1) the birds have not begun egg laying or (2) juveniles fromthe occupied burrows are foraging independently and are capable of independent survival. After the fledglings are capable of independent survival, the burrow can be destroyed.	
4.5-5 Impacts on Nesting Raptors. Implementationof the project could result in loss of active nests and disturbance of nesting raptors. This would be a potentially significant impact.	PS	(1) The project applicant shall request coverage underthe SJMSCP and fees shall be paid in the amount determined by SJCOG during the application and review process for the URSP. (2) Potentially suitable nesting habitat for common raptors that would be affected by implementation of the URSP is currently present in large suitable nestingtrees in the project site. During the SJMSCP application process, SJCOG will determine whether that specific project site supports suitable nesting habitat for common raptors. If SJCOG determines suitable habitat is present on or adjacent to the project site, the following SJMSCP incidental take avoidance and minimization measures for common raptors shallbe implemented: (a) If project activity would occur during the raptor nesting season (February 15	LTS

		through September 15), preconstruction surveys shall be conducted during the nesting season in suitable nesting habitat within 100 feet of areas of project activity.Large trees throughout the project area provide suitable habitat. The survey shall be conducted within 1 week before the beginning of construction or tree removal. A setback of 100 feet from active nesting areas shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave nests. This setback applies whenever constructionor other ground-disturbing activities must begin during the nesting season in the presence of nests that are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing.	
4.5-6 Impacts on Protected and Heritage Trees. Implementation of the project would result in loss and disturbance of heritage trees, native oaks, and other existing trees that are protected by local ordinances. This would be a significant impact.	S	(1) Before project implementation, a delineation of waters of the United States, including wetlands, that would be affected by the project shall be made by qualified biologists through the formal Section 404 wetland delineation process. The delineation shall be submitted to and verified by USACE. If, based on the verified delineation, it is determinedthat fill of waters of the United States would result from implementation of the project, authorization forsuch fill shall be secured from USACE through the Section 404 permitting process. (3) The project proponent shall also consult with DFG todetermine whether a Section 1602 Streambed Alteration Agreement may be required for alteration of irrigation ditches and impacts to freshwater marsh habitat. (2) The acreage of waters of the	LTS

		United States and freshwater marsh habitat that would be removed shallbe replaced or restored/enhanced on a "no net loss" basis in accordance with USACE and DFG regulationsand Development Title 9-1505. Habitat restoration, enhancement, and/or replacement shall be at a location and by methods agreeable to USACE and DFG, as determined during the permitting processes for CWA Section 404 and California Fish and Game Code Section 1602.	
4.5-7 Impacts to Sensitive Habitats. Implementationof the project could result in fill or reconfiguration of up to approximately 1.29 acres of freshwater marsh habitat associated with the irrigation ditches traversing the project site. This would be a significant impact.	S	(1) Before project implementation, a tree survey shall be conducted by an arborist certified by the InternationalSociety of Arboriculture (ISA) to enumerate and evaluate all trees on the site that meet the standards inthe City or County Codes. (2) All trees that meet the following criteria shall be avoided by construction and protected during all construction activity: < Native Oak Trees with a trunk at least 6 inches in diameter at a height of 4.5 feet above the ground. < Heritage trees (all trees with a trunk diameter of30 inches at a height of 2 feet above the ground. (3) Trees that are subject to protection but must be removed as a result of project implementation shall bereplaced with in-kind species in accordance with tree planting specifications established by City and Countytree ordinances. Native oak trees shall be replaced at a ratio of 3 to 1 and heritage trees shall be replaced at a ratio of 5 to 1. (4) Replacement tree plantings	LTS

		shall be monitored for 3years in accordance with monitoring protocols set forth in the City and County tree ordinances. (5) If monitoring indicates that replacement plantings are not meeting performance standards, remedial measures shall be implemented. Appropriate measures shall be determined in coordination with the City and County.	
4.5-8 Impacts to Wildlife Movement. Implementation of the project would not substantially impede wildlife movement or the use of important nursery sites as the project site does not link any areasof open space that serve as important wildlife habitat. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.5-9 Consistency with Federal, State, and Local Plans, Policies, and Ordinances. Implementation of the project would not conflict or be inconsistent with adopted federal, state, or local policies that protect sensitive resources. This would be a less-than- significant impact.	LTS	No mitigation is necessary.	LTS
4.5-10 Consistency with Adopted Habitat Conservation Plan, Natural Community ConservationPlan or Other Approved Conservation Plan. Implementation of the project would not conflict with or be inconsistent with the adopted San Joaquin Multi-Species Conservation Plan. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking

specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site.

The Refined Project would not result in changes to development that would have an adverse effect on special-status species, resulting in impacts to sensitive habitats, including foraging areas, or wildlife movement corridors, and would not interfere to a greater extent with local policies, ordinances, or plans adopted relating to biological resources. Mitigation Measures identified in the EIR for the Original Project would be sufficient in addressing the requirements for the Refined Project.

There are no new impacts beyond what was addressed in the Final EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.6 HAZARDS AND HAZARDOUS MATERIALS

4.6-1 Create a Safety Hazard to Construction Workers and Residents. Although no hazardous environmental conditions have been identified to date on the project site, past agricultural and farming operations at the project site could have resulted in contamination of soil and/or groundwater in some locations. Demolition, excavation, and construction activities at the URSP site could result in the exposure of construction workers to hazardous materials, including asbestos, petroleum hydrocarbons, pesticides,herbicides, and fertilizers. Further, the presence of contamination in onsite soils could create a significant environmental or health hazard if left in place. This would be a potentially significant impact.	PS	< To avoid health risks to construction workers, the contractor shall prepare a site Health and Safety Plan. This plan will outline measures that shall be employedto protect construction workers and the public from exposure to hazardous materials during demolition and construction activities. These measures could include, but would not be limited to posting notices, limiting access to the site, air monitoring, watering, and installation of wind fences. Development contractors shall be required to comply with state health and safety standards for all demolition work. Ifnecessary, this shall include compliance with OSHA and Cal-OSHA requirements regarding exposure to asbestos and lead-based paint. < Before demolition of any structures associated with past and current farming operations (e.g., buildings, ASTs, propane tanks, etc.), the project applicant shallinvestigate the extent to which soil and/or groundwater has been contaminated from these past operations. This investigation shall follow ESA and/orother appropriate testing guidelines and	LTS

		shall include,as necessary, analysis of soil and/or groundwater samples taken at or near the potential contamination sites. If the results indicate that contamination exists at levels above regulatory action standards, then the SJCDEH shall be notified and the site shall be remediated in accordance with recommendations made by SJCDEH, RWQCB, DTSC, or other appropriate federal, state, or local regulatory agencies. The agencies involved would depend on the type and extent of contamination. Remediation activities could include but would not be limited to theexcavation of contaminated soil areas and hauling of contaminated soil materials to an appropriate offsite disposal facility, mixing of onsite soils, and capping (i.e., paving or sealing)of contaminated areas. < The project contractors shall prepare a site plan that identifies any necessary remediation activities appropriate for proposed land uses, including excavation and removal of onsite contaminated soils, and redistribution of clean fill material on the projectsite. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge in the sanitary sewer system. The development contractors shall be required to comply with the plan and applicable local, state, and federal	

		laws and the requirements of the City of Manteca for dewatering discharge. The plan shall outline measures for specific handling and reporting procedures for hazardous materials, and disposal of hazardous materials removed from the siteat an appropriate offsite disposal facility. In addition, the following measures shall apply to construction activities as appropriate. (1) The SJCDEH shall be notified if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during excavation. Any contaminated areas shall be remediated in accordancewith recommendations made by SJCDEH, RWQCB, DTSC, or other appropriate federal, state, or local regulatory agencies as generally described above. Before demolition of any onsite buildings, the projectapplicant shall hire a qualified consultant to investigate whether any of these buildings contain asbestos-containing materials and lead that could become friable or mobile during demolition activities.If found, the asbestos-containing materials and lead shall be removed by an accredited inspector in accordance with EPA and Cal-OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA asbestos and lead worker construction standards. The asbestos-containing materials and lead shall be disposed of properly at an appropriateoffsite disposal facility.	

4.6-2 Create a Significant Hazard to the Public or the Environment. The project would involve the storage, use, and transport of hazardous materials at theproject site during construction activities. In addition, because the project includes commercial uses, it is likely that some facilities (e.g., dry cleaners and gas stations) could use hazardous materials during operation. However, use of hazardous materials at the site would be in compliance with local, state, and federal regulations. Therefore, impacts related to creation of significant hazards to the public through routine transport, storage, use, disposal, and risk of upset wouldbe less than significant.	LTS	No mitigation is necessary.	LTS
4.6-3 Potential Wildfire Hazard. The project site is not located in a designated wildland fire area or a High Fire Hazard Severity Zone. Therefore, the project would not expose people or structures to significant riskof loss of injury involving wildland fires. This would bea less-than-significant impact.	LTS	No mitigation is necessary.	LTS

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site.

The proposed refinements to the Original Project are not substantial changes to the originally anticipated project relating to hazards and hazardous materials. The Refined Project would not result in changes to development patterns and does not designate any new sites for development or result in any substantial changes to the construction methods or location of development that would change the potential for the development to be exposed to increased risk from hazards and hazardous materials. Therefore, the Refined Project would not result in changes to development patterns or potential development that would create significant hazards associated with hazardous materials, wildland fires, airplane-related impacts, or conflicts with emergency response plans. The Refined Project would not result in any new potential impacts to Hazards and Hazardous Materials and would not increase the significance of any impacts to Hazards and Hazardous Materials. Mitigation

Measures identified in the EIR for the Original Project would be sufficient in addressing the requirements for the Refined Project.

There are no new impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.7 GEOLOGIY, SOILS, AND SEISMICITY

4.7-1 Rupture of a Known Earthquake Fault. Because of its distance from known earthquake faults, implementation of the project would not be likely to expose people or structures to potential substantial adverse effects resulting from rupture of a known earthquake fault. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.7-2 Strong Seismic Ground Shaking. In the event of a moderate to major seismic event along the Great Valley fault, ground shaking could result in lateral forces exceeding the capabilities of structures built to minimum CBC design standards. Severe structural andnonstructural damage and associated hazards resulting from such a seismic event would be a significant impact.	S	Project facilities shall be designed for maximum horizontal ground surface accelerations of at least 0.22g.	LTS
4.7-3 Liquefaction and Seismic-Related Ground Failure. Although the near-surface soils at the project site are relatively weak and moderately compressible, they would be sufficient to resist liquefaction providedthat light structural loads and proper engineering designs are employed. Because the project developers would design and construct proposed facilities in conformance with the requirements of the CBC, and soils at the site would be sufficient to resist liquefaction under proper design standards, this would be a less- than-significant impact.	LTS	No mitigation is necessary.	LTS

4.7-4 Construction-Related Soil Erosion. Construction activities during project implementation would involve excavations, fills, and movement and stockpiling of earth, which could expose soils to erosion and the loss of topsoil, particularly during periods of strong winds. This would be a potentially significant impact.	PS	Develop and Implement an Erosion Control Plan. A grading and erosion control plan shall be prepared by a California Registered Civil Engineer and submitted to theManteca Department of Public Works for all new development. The plan shall be consistent with the CBC grading requirements and shall include the site-specific grading proposed for the new development. The project applicant shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials. Implement Best Management Practices (BMPs). To ensure that soils do not directly or indirectly discharge sediments into surface waters as a result of construction activities, water quality protection measures shall be implemented by the project applicant/construction contractor during construction as discussed in Section 3.9, Hydrology and Water Quality. The mitigation measures shall be in accordance with Central Valley RWQCB regulations involving control of stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) program, which requires the applicant to: < File a Notice of Intent (NOI) to discharge stormwaterwith the Central Valley RWQCB < Prepare a Storm Water Pollution Prevention Plan (SWPPP) that identifies best management practices(BMPs) that would be employed to prevent or minimize the discharge of sediments and other contaminants with the potential to affect beneficial uses or lead to violation of water-quality objectives < Complete a self-implemented annual monitoring program and	LTS

		prepare a report on BMP performance < BMPs shall include dust control measures such as wetting the top layer of exposed soils and coveringsoil stockpiles, as necessary.	
4.7-5 Expansive Soils (Shrink-Swell Potential). Project-related structures would be constructed on soil types with a low clay content. Thus, damage to structures, underground utilities, and other facilities onthe project site during the operation of proposed development as a result of soil shrink/swell potential is low. This impact is considered less than significant.	LTS	No mitigation is necessary.	LTS
4.7-6 Mineral Resources. Because sand resources atthe project site would not be suitable for aggregate mining, development of the project site would result in less-than-significant impacts to mineral resources.	LTS	No mitigation is necessary.	LTS

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site.

The proposed refinements to the Original Project are not substantial changes to the originally anticipated project relating to geology, soil, and seismicity. Due to the site-specific nature of impacts to geology, soils, and seismicity, the Refined Project would not result in new impacts or cause increases in the severity of previously identified impacts to geology, soils, and minerals when compared to the Original Project or Refined Project. The Refined Project would not result in changes to development patterns and does not designate any new sites for development or result in any substantial changes to the construction methods or location of development that would change the potential for development to be exposed to geologic and soil hazards. Therefore, the Refined Project would also not result in increased impacts associated with soil erosion or septic/alternative wastewater issues. Mitigation Measures identified in the EIR for the Original Project would be sufficient in addressing the requirements for the Refined Project.

There are no new impacts beyond what was addressed in the Final EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.8 PALEONTOLOGICAL RESOURCES

4.8-1 Disturbance of Paleontological Resources During Earth-Moving Activities. Although no previously recorded paleontological sites were observed or are known to occur at the project site, previously undiscovered paleontological resources could be present in sediments of the Modesto Formation that underlie the project site. In addition, fossils have been found at excavations in similar soils less than 3 miles from the project site. Therefore, construction activities could potentially disturb unknown subsurface paleontological resources. This would be a potentiallysignificant impact.	PS	For earth-moving activities at the project site, the projectapplicant shall implement the following measures: (1) Before the start of construction activities, constructionpersonnel involved with earth-moving activities shall be informed of the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction activities, and proper notification procedures should fossils be encountered. This training shall be prepared and presented by a qualified paleontologist. (2) If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find. The City or	LTS

		the project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with Society of Vertebrate Paleontology guidelines (1995). The proposed mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined bythe City to be necessary and feasible shall be implemented by the project applicant before construction activities can resume at the site where thepaleontological resources were discovered.	

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site.

The proposed refinements to the Original Project are not substantial changes to the originally anticipated project relating to paleontological resources. Due to the site-specific nature of impacts to paleontological resources, the Refined Project would not result in new impacts or cause increases in the severity of previously identified impacts to paleontological resources when compared to the Original Project or Refined Project. The Refined Project would not result in changes to development patterns and does not designate any new sites for development or result in any substantial changes to the construction methods or location of development that would change the potential for development to affect paleontological resources. Mitigation Measures identified in the EIR for the Original Project would be sufficient in addressing the requirements for the Refined Project.

There are no new impacts beyond what was addressed in the Final EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.9 HYDROLOGY AND WATER QUALITY

4.9-1 Temporary Construction-Related Water Quality Effects. Temporary construction-related ground disturbances within the URSP site could result in the discharge of stormwater and nonstormwater discharges containing pollutants to drainage systems and ultimately to the San Joaquin River. The dischargeof pollutants to local waterways would be a potentially significant construction-related water quality impact.	PS	The project applicant shall consult with the Central Valley RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain Section 401 water quality certification, SWRCB statewide NPDES stormwater permit for general construction activity, Central Valley RWQCB NPDES permit for constructiondewatering activity, and any other necessary site-specific WDRs or waivers under the Porter-Cologne Act. As required under the NPDES stormwater permit for general construction activity, the project applicant shall prepare and submit the appropriate NOIs and prepare the SWPPP and any other necessary engineering plans and specifications for pollution prevention and control. The SWPPP and other appropriate plans shall identify and specify the use of erosion and sediment control BMPs, means of waste disposal, implementation of approved local plans, nonstormwater management controls, permanent postconstruction BMPs, and inspection and maintenance responsibilities. The SWPPPwould also specify the pollutants that are likely to be usedduring construction that could be present in stormwater drainage and nonstormwater discharges. A sampling andmonitoring program would be included in the SWPPP that meets the requirements of SWRCB Order 99-08- DWQ to ensure that the BMPs are effective. Construction techniques shall be identified that would reduce the potential for runoff, and the plan shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up	LTS

		spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. BMPs identified in the SWPPP shall be used in all subsequent site development activities.The SWPPP would identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in the SWPPP. The SWPPP shall also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors shall retain a copy of the approved SWPPP on the construction site. The project applicant shall also prepare and submit an NOI and acquire authorization for the Central Valley RWQCB NPDES permit for construction dewatering activities that may be necessary for foundation and utilityinstallations within the URSP site. Under SWRCB Order 99-08-DWQ, as amended, theSWRCB has determined that implementation of a SWPPP, the BMPs identified in the SWPPP, and the monitoring and sampling program required in the SWPPP are considered to meet the water quality requirements of the Porter-Cologne Act, barring a violation identified by the monitoring or sampling procedures.	
4.9-2 Long-Term Water Quality Effects of Urban Runoff. Although the project would convert land that is primarily agricultural to residential and commercial uses and thereby change the amount and timing of potential waste discharges in stormwater runoff, the combination of nonstructural and structural BMPs proposed for the new stormwater drainage system would reduce the	LTS	No mitigation is necessary.	LTS

overall volume of potential contaminant discharges. This would be a less-than- significant impact.			
4.9-3 Effects on Potential Onsite and Offsite Flooding Risk from Increased Stormwater Runoff. Implementation of the URSP project would increase thearea of impervious surfaces onsite increasing surface runoff and discharge. The increased surface runoff could result in an increased potential for offsite and onsite flooding. However, the URSP project includes a stormwater runoff collection system, including drainagedetention facilities, to provide onsite stormwater storage and discharge capacity sufficient to protect the URSP site during a 48-hour, 100-year flood event and avoid increases in offsite flooding. Therefore, this would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.9-4 Impacts to Groundwater. The project would construct groundwater wells that would be incorporatedwithin the City's conjunctive use water supply system aspart of the South County Surface Water Supply Project. These wells would be located in the deep aquifer, wouldbe part of a conjunctive use water supply, and are not anticipated to result in the substantial lowering (i.e., 10 feet or more) of local groundwater levels. However, the underlying groundwater aquifer may be unsuitable for potable uses. Therefore, the project would result in a potentially significant groundwater impact.	PS	< The project applicant shall conduct groundwater testing in consultation with the City to ensure that groundwater beneath the site is suitable for potable uses and would meet applicable drinking water quality standards with treatment (if necessary). If testing concludes that well groundwater quality doesnot meet applicable standards, the applicant, in consultation with the City, shall locate a suitable alternate well location within the project site first andat offsite locations if necessary. The siting and location of these wells shall be done in coordination the City Public Works Department.	LTS

4.9-5 Reduction in Groundwater Recharge. The URSP site does not serve as a substantial groundwaterrecharge area. Therefore, development of the site would result in a less-than-significant groundwater recharge impact.	LTS	No mitigation is necessary.	LTS

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site.

The proposed refinements to the Original Project are not substantial changes to the originally anticipated project relating to hydrology and water quality. The Refined Project would not result in changes to development patterns and does not designate any new sites for development or result in any substantial changes to the construction methods or location of development that would change the potential for development to increase the significance of impacts, or risks related to hydrology and water quality. The site is not located within the 100-year or 200-year floodplain, and as such, the Refined Project would not place housing within the 100-year or 200-year floodplain.

The Refined Project would not substantially deplete groundwater supplies as the City has sufficient water supplies, including, groundwater sources, to serve the project and the City's other existing and projected future water demands. Mitigation Measures identified in the EIR for the Original Project would be sufficient in addressing the requirements for the Refined Project.

The proposed changes do not increase the severity of the impacts beyond what was addressed in the Final EIR. Further, there are no new impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.10 PUBLIC SERVICES AND UTILITIES

4.10-1 Increased Demand for Water Supply and Distribution. Although the project would create demand for potable water that could not be met by existing City water production facilities (i.e., wells), theproject includes the construction of two new groundwater wells that would provide groundwater supplies and distribution facilities to meet projected demands until the SCSWSP is operational. This wouldbe a less-	LTS	No mitigation is necessary.	LTS

than-significant impact.			
4.10-2 Environmental Impacts Associated with the SSJID SCSWSP. According to the EIR prepared for theSSJID SCSWSP, construction and operation of this facility could contribute to significant impacts for the following issue areas: hydrology, flooding, and water quality; air quality; geology, soils, and seismicity; biological resources; noise; hazardous materials / public health; visual resources; transportation and traffic circulation; public service and utilities/energy; cultural resources; and recreation. The SCSWSP would provide municipal water to the City, including the proposed project. These impacts would be reduced to less-than-significant levels with implementation of the mitigation measures identified in the SCSWSP EIR.	LTS	No mitigation is necessary.	LTS
4.10-3 Interim Wastewater Conveyance Facilities. Implementation of the URSP project would result in increased generation of wastewater. Because concurrence on the adequacy of the proposed wastewater conveyance facilities has not been made by the City, adequate facilities may not be available to servethe project. This would be a significant impact.		An interim solution for conveying wastewater generated by the project to the City's collection system shall be designed and prepared in consultation with the City Public Works Department prior to construction of the project. Exclusive of model homes, no element of the project shall be occupied until adequate conveyance facilities are in place to serve the development, as deemedby the City. The proposed system shall comply with the City's requirements for wastewater infrastructure facilities. Specific details on the sizing of proposed pipelines shall be determined in consultation with the City and shall provide sufficient capacity to meet project- related	

		wastewater conveyance demands.	
4.10-4 Increased Demand for Permanent Wastewater Treatment and Conveyance Facilities. Implementation of the URSP project would increase demand for wastewater treatment and conveyance facilities. Existing wastewater treatment facilities and the City's proposed permanent wastewater conveyance improvements would be adequate to serve the proposed project. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.10-5 Increased Generation of Solid Waste. Although the project would substantially increase solid waste generation, Forward Landfill, which would receive solid waste from the project site, has sufficient available capacity accommodate the project's solid waste demands over the next 40 years. Therefore, this would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.10-6 Increased Demand and Required Extension ofElectrical and Natural Gas Infrastructure. Implementation of the URSP project would increase demand for electricity and natural gas. PG&E is able toprovide electricity and natural gas to the project, and the increase in demand for electricity and natural gas would not be substantial in relation to the existing electricity and natural gas	LTS	No mitigation is necessary.	LTS

consumption in PG&E's service area. This would be a less-than-significant impact.			
4.10-7 Required Extension of Telephone Infrastructure. Implementation of the URSP project would require the extension of telephone infrastructureand Verizon Communications has indicated that it has the ability to serve the project. This would be a less- than-significant impact.	LTS	No mitigation is necessary.	LTS
4.10-8 Increased Demand for Fire Protection Facilities and Services. Development of the URSP project would result in increased demand for fire protection services. However, the project would provide adequate land area for the siting of a new fire station within the URSP site. In addition, the project would be required to pay development fees to cover thecosts of equipment and facilities, and streets would be designed to allow access for fire engines and emergencyresponse. This would be a less-than–significant impact.	LTS	No mitigation is necessary.	LTS
4.10-9 Increased Demand for Fire Flow. The URSPproject would include the development of residential and commercial uses that would require adequate available water flow for fire suppression. The project would incorporate fire flow requirements into project designs. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS

4.10-10 Increased Demand for Police Protection Facilities and Services. Development of the URSP project would increase demand for police protection facilities and services. The project would pay development fees to provide police equipment and facilities, and neighborhoods, streets, and open spaceswould be designed to allow surveillance and access. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.10-11 Increased Demand for Public School Facilitiesand Services. Implementation of the URSP project would increase demand for elementary schools (K-8) and high schools in the MUSD. Elementary and high schools in the project area have sufficient available capacity to meet projected demand throughout projectdevelopment. Therefore, this impact would be a less- than-significant impact.	LTS	No mitigation is necessary.	LTS
4.10-12 Increased Demand for Recreational Facilities. Although development of the URSP project would increase the demand for recreational facilities, the project would include adequate facilities to meet anticipated demands. This would be a less-than- significant impact.	LTS	No mitigation is necessary.	LTS

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site.

The Refined Project does not have substantial changes to the originally anticipated project relating to public services (fire, police, schools, libraries, animal, recreation). The Refined Project does not designate any new sites for development and would not result in any changes to the location of development. Commercial uses such as those proposed, do not place high demands on public services, but this use does provide significant tax resources to fund public services and recreation through property and sales taxes.

Implementation of the Refined Project would not adversely impact existing fire and emergency services within the City, and would not require the construction of new fire protection facilities. In order to provide adequate fire protection and suppression services to the Project site, the City of Manteca Fire Department must have access to adequate onsite hydrants with adequate fire-flow pressure available to meet the needs of fire suppression units. The final site plans and development specifications developed for the Refined Project will indicate the location and design specifications of the fire hydrants that will be required within the Project site. Additionally, the Fire Department will review building plans to ensure that the fire sprinkler system is adequate and meets the building code requirements.

It is not anticipated that implementation of the Refined Project would result in significant new demand for police services. Project implementation would not require the construction of new police facilities to serve the Project site, nor would it result in impacts to the existing response times and existing police protection service levels beyond that which was discussed in the Union Ranch Specific Plan Draft EIR.

Implementation of the Refined Project would not result in population growth within the City of Manteca, and will not directly affect student enrollment at schools within the Manteca Unified School District.

The Refined Project would not result in any new potential impacts to public services, and would not increase the significance of any impacts to public services.

Wastewater Generation

The City of Manteca owns and operates a wastewater collection, treatment, and disposal system, and provides sanitary sewerage service to the City of Manteca and a portion of the City of Lathrop. On April 17, 2015, the Regional Water Quality Control Board (RWQCB) adopted Waste Discharge Requirements Order No. R5-2015-0026 NPDES NO. CA0081558, prescribing waste discharge requirements for the City of Manteca Wastewater Quality Control Facility (WQCF) and allowing expansion of the plant up to 17.5million gallons per day (mgd).

The City's Wastewater Quality Control Facility Master Plan Update includes projected wastewater generation factors for various land uses. Based on these calculations it was determined that the City will have flows totaling 19.5 mgd as of the General Plan horizon of 2023 with a buildout capacity of 23.0 mgd. The study includes a reduction of industrial and general commercial

The Refined Project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site. Overall, the wastewater treatment demand from the Refined Project would be comparable to the Original Project.

The City's available capacity would ensure that there would not be a determination by the wastewater treatment and/or collection provider that there is inadequate capacity to serve the proposed Project's projected demand in addition to the provider's existing commitments. Additionally, any planned expansion to the WQCF with a subsequent allocation of capacity to the proposed Project would ensure that there would not be a determination by the wastewater

treatment and/or collection provider that there is inadequate capacity to serve the Refined Project's projected demand in addition to the provider's existing commitments.

It is noted that the City has received a Notice of Violation associated with the biosolid concentrations at their existing WQCF. They are currently developing a near term and long-term improvement plan, including a financing plan that would enable installation of the equipment and facilities needed to correct the violation, as well as a financing plan to move the WQCF facility operations into the planned Phase IV expansion. While the final plans are not yet established, it is anticipated that all near term projects will be required to pay a fee to fund a proportionate share of the near-term solution, as well as a proportionate share of all necessary Phase IV facility expansion costs. The payment of this near-term fee, as well as the fee for Phase IV facility improvements will be a condition of approval and will ensure that the project-generated wastewater would not result in any RWQCB violations related to effluent treatment or discharge. Implementation of the Refined Project would have a less than significant impact and no mitigation is required.

Water Supply

The water supply assessment for the Original Project concludes that the City's existing potable water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future potable water demands associated with the Refined Project, under all hydrologic conditions (normal years and dry years).

The City's water service area is contiguous with City limits. In 2015, the City served approximately 21,400 connections, and the City's annual potable water use was 11,235 acre-feet/year (AFY), which equates to an average daily use of 10 million gallons per day (mgd) (Kennedy/Jenks Consultants, 2016).

The City' distribution system is supplied by surface water from South San Joaquin Irrigation District's (SSJID's) South County Water Supply Program (SCWSP) and groundwater wells. Four turnouts deliver surface water from SSJID to the City system, designated M1, M2, M3 and M4. Fifteen potable groundwater wells supply the distribution system, and 32 irrigation wells provide non-potable irrigation supply to parks and other irrigated areas (Manteca, 2017). The system has a single pressure zone with approximately 250 miles of water system pipeline. There are three ground-level storage tanks: the tank at the SSJID M2 turnout on Lathrop Road (1 MG), the tank at the SSJID M3 turnout on West Yosemite Avenue (1 MG), and the Atherton Drive water storage tank (3.7 MG). The M2 and M3 tanks are used to balance the difference between SSJID deliveries and City use, while the Atherton Drive tank balances the difference between City supply and demand.

Available water supply projected at buildout of the General Plan is shown in in Table 4 (West Yost, 2021).

TABLE 2: CITY OF MANTECA WATER PROJECTED SUPPLIES (AFY)

HYDROLOGIC CONDITION		*SUPPLY AND DEMAND COMPARISON 2040, AFY*
		2040
NORMAL YEAR		
Available Potable and Raw Water Supply[(a)]		37,000
SINGLE DRY YEAR		
Available Potable and Raw Water Supply[(a)]		32,375
MULTIPLE DRY YEAR		
Multiple Dry Year 1	Available Potable and Raw Water Supply[(a)]	34,595
Multiple Dry Year 2	Available Potable and Raw Water Supply[(a)]	34,965
Multiple Dry Year 3	Available Potable and Raw Water Supply[(a)]	34,040

(A) PROJECTED SUPPLIES FROM 2015 UWMP.
SOURCES: 2015 URBAN WATER MANAGEMENT PLAN; WEST YOST ASSOCIATES TECHNICAL MEMORANDUM FEBRUARY 22, 2021

The City's existing UWMP used population estimates from the State of California Department of Finance, which indicates that the population of the City was just over 72,000 people in 2015. The population relying on the City's supply was projected to increase to over 127,700 people by 2040, with a corresponding estimated water use of 31,203 AFY in a normal hydrologic year.

Water supplies to meet future demands include surface water purchased from SSJID, City produced groundwater and recycled water. The City's water supply is projected to increase by about 37 percent from 2015 to 2040, primarily due to implementation of Phase 2 of the SCWSP. Future City groundwater pumping is estimated based on the safe yield for all groundwater pumping within the City's planning area, less estimated groundwater pumping by other users. Recycled water demand projections assumed decreased use over time of water for crop irrigation, and implementation of a tertiary-treated irrigation supply by 2040. (It is noted that the City is undergoing a General Plan Update, which will result in new population projections, and ultimately new water demand. This discussion is based on the existing/approved General Plan.)

The Refined Project is an allowed use within the General Plan and is within the above water use assumptions, which shows that the City has capacity to serve.

Solid Waste

The City of Manteca Solid Waste Division (SWD) provides solid waste hauling service for the City of Manteca and would serve the proposed Project. Solid waste from Manteca is primarily landfilled at the Forward Sanitary Landfill, located northeast of Manteca. Other landfills used include Foothill Sanitary and North County.

The permitted maximum disposal at the Forward Landfill is 46,080 tons per week. The total permitted capacity of the landfill is 59.16 million cubic yards, which is expected to accommodate an operational life until 2036. The remaining capacity is 24,720,669 (as of 10/12/2020) cubic yards. Solid waste generated by the proposed Project was estimated based on CalRecycle generation rate estimates by use.

Overall, the solid waste generation from the Refined Project would be comparable to the Original Project. The existing collection is disposal services have the capacity to service this demand.

Conclusion

The Refined Project would not result in any new potential impacts to public services, utilities, and recreation, and would not increase the significance of any impacts to public services, utilities, and recreation. There are no new impacts beyond what was addressed in the Final EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.11 TRANSPORTATION AND CIRCULATION

4.11-1 Increases in Peak Hour Traffic Volumes on Regional Roadways Resulting in Unacceptable Levels of Service. The URSP project would cause an increase in P.M. peak hour traffic volumes at the Lathrop Road/I-5 southbound ramp intersection, resulting in unacceptable levels of service and warranting the need for improvements such as traffic signals. Although mitigation is available in the form of roadway improvements that would improve intersection levels ofservice, these improvements are dependent on fair- share participation in City of Lathrop and San Joaquin County roadway improvement programs, which are notsubject to the control of the City of Manteca. Because it is unknown whether these improvements would be implemented and the project would contribute to an unacceptable condition based on applicable standards, this impact would be significant.	S	The installation of a traffic signal at the Lathrop Road/I-5 intersection has been identified in the City of Lathrop CFF and would improve the operation of this intersectionto acceptable levels, LOS C, with implementation of the project. The project applicant shall pay its fair share of the cost of these identified improvements through payment of traffic impact fees to the City of Lathrop CFF program. Based on Caltrans methodology to determine fair share costs, which divides project-generated traffic by the difference between the cumulative traffic and the existing plus approved projects traffic, the URSP fair share for this intersection would be 2.2% of the total cost for signalization. The total dollar amount shall be determined in consultation with the appropriate agencies when final project approvals are sought. Because implementation of this mitigation measure is dependent on circumstances beyond the applicant's and the City's control and would be subject to the control of the City of Lathrop, it is unknown whether this mitigationwould be implemented by the time the URSP builds out. Therefore, for purposes of CEQA, this would be a significant and unavoidable impact.	SU

4.11-2 Increases in Peak Hour Traffic Volumes on Local and Project-Specific Roadways Resulting in Unacceptable Levels of Service. The URSP project would result in an increase in a.m. and/or p.m. peak hour traffic volumes at local study intersections and at intersections that would be constructed as part of the project, resulting in the degradation of these intersections to unacceptable levels of service. Because the addition of project-generated traffic to local roadways would result in the exacerbation of already unacceptable levels of service of some local intersections,or would degrade currently acceptable LOS intersections to unacceptable conditions based on City ofManteca significance thresholds, this would be a significant impact.	S	**4.11-2a: Operation of LOS E at the Lathrop Road/Main Street Intersection Under Existing Conditions and LOS F under Existing Plus Project Conditions.** The project applicant shall pay its fair share of the cost for installationof a traffic signal at the Lathrop Road/Main Street intersection. Because this mitigation measure cannot be implemented until the interchange configurations for Lathrop Road and Main Street are finalized as part of theSR99 widening to six lanes, the applicant shall coordinatewith the City as to timing of implementation of this mitigation measure. Implementation of this measure would improve the operations of this intersection to LOS D. Using Caltrans methodology to determine fair share costs, the URSP project would be responsible for approximately 15.8% of the total cost of this improvement. The total dollar amount shall be determined in consultation with the appropriate agencies when final project approvals are sought. Payment for improvements shall occur as part of the collection of PFIPfees at issuance of building permits. **4.11-2b: Operation of LOS F at the Airport Way/Louise Avenue Intersection Under Existing Conditions and LOS F under Existing Plus Project Conditions.** The project applicant shall pay its fair share of the cost for installation of a traffic signal at the Airport Way/Louise Avenue intersection. Implementation of this measure would improve operations at this intersection to LOS C. Using Caltrans methodology to determine fair share costs, the URSP project would be responsible for approximately 3.0% of the total cost for this improvement. The total dollar amount shall be determined in consultation with the appropriate agencies when final project approvals are sought. Payment for improvements shall occur as part of the	LTS

		collection of PFIPfees at issuance of building permits. **4.11-2c: Operation of LOS E at the Lathrop Road/McKinley Avenue Intersection Under Existing Plus Project Conditions.** The project applicant shall pay its fair share of the cost for installation of a traffic signal at the Lathrop Road/McKinley Avenue intersection. Implementation of this measure would improve operations at this intersection to LOS B. Using Caltrans methodology to determine fair share costs, the URSP project would be responsible for approximately 28.6% of the total cost for this improvement. The total dollar amount shall be determined in consultation with the appropriate agencies when final project approvals are sought. Payment for improvements shall occur as part of the collection of PFIP fees at issuance of building permits. **4.11-2d: Operation of LOS F at the Lathrop Road/Union Road Intersection Under Existing Plus Project Conditions.** The project applicant shall pay its fair share of the cost for construction of southbound left turn and right turn lanes along Union Road at the Lathrop Road/Union Road intersection. The project applicant shall also pay its fair share of the cost for construction of a right turn lane along westbound Lathrop Road at this intersection. These improvements shall be constructed concurrently with Union Ranch development. Implementation of these measures would improve operations of this intersection to LOS D. Using Caltrans methodology to determine fair share costs, the URSP project would be responsible for approximately 35.6% of the total cost for this improvement. The total dollar amount shall be determined in consultation with the appropriate agencies when final project approvals are sought. Payment for improvements	

		shall occur as part of the collection of PFIP fees at issuance of building permits. **4.11-2e: Operation of LOS F at the Union Road/CMU North Access Intersection Under Existing Plus Project Conditions.** The project applicant shall construct northbound and southbound left turn lanes along Union Road at the Union Road/CMU North access intersection to provide access to the CMU site. The northbound left turn lane shall provide 225 feet of storage and the southbound left turn lane shall provide 125 feet of storage. The project applicant shall also install a traffic signal at this intersection. Implementation of these measures would improve operations of this intersection toLOS C. **4.11-2f: Operation of LOS F at the Lathrop Road/CMU West Access Intersection Under Existing Plus Project Conditions.** The project applicant shall construct an eastbound left turn lane along Lathrop Road at the Union Road/CMU West Access intersection to provide access to the CMU site. The left turn lane shall provide 275 feet of storage. The project applicant shall also installa traffic signal at this intersection. This signal shall be placed no closer than 1,200 feet from the existing traffic signal at the Lathrop Road/Union Road intersection. Implementation of these mitigation measures wouldimprove operations of this intersection to LOS B. **4.11-2g: Operation of LOS F at the Lathrop Road/CMU East Access Intersection Under Existing Plus Project Conditions.** The project applicant shall construct an eastbound left turn lane along Lathrop Road at the Union Road/CMU East Access intersection to provide access to the CMU site. The left turn lane shall provide 175 feet of storage. The project applicant shall also installa traffic signal	

		at this intersection. Implementation of these measures would improve operations of this intersection to LOS A	
4.11-3 Increased Traffic Resulting from Vehicle Trips under Cumulative (Future Plus Project) Traffic Conditions (2025). Operational traffic conditions for cumulative conditions at most intersections in the project study area would be acceptable. However, the project would result in LOS levels at the intersection of Yosemite Avenue/ Airport Way, Lathrop Road/McKinley Avenue, and Airport Way/AAC access that would exceed the City of Manteca's LOS thresholds under cumulative conditions. This would be a significant impact.	S	**4.11-3a: Operation of LOS F at Airport Way/Yosemite Avenue Under the 2025 No Project and Cumulative PlusProject Scenario.** Mitigation for this impact would require the construction of additional lanes at this intersection above and beyond those already called for in the City of Manteca General Plan. Roadway easements that would accommodate additional lanes are not available and/or feasible to obtain. Therefore, no feasible mitigation measures are available to reduce this impact to a less-than-significant level. This would be a significant and unavoidable impact. **4.11-3b: Operation of LOS F at the Airport Way/AAC north access Intersection Under the 2025 Cumulative Plus Project Scenario.** The project applicant shall install a traffic signal at this intersection. Implementation of thismeasure would improve operation of this intersection to LOS A. This would be a less-than-significant impact.	SU
4.11-4 Increased Roadway Congestion from Construction Traffic. It is estimated that approximately 150-200 construction workers could access the project site on a daily basis during peak construction periods. This could result in adverse effects on the operation of area roadways during the peak commute periods. In addition, construction traffic, particularly truck traffic, could degrade pavement conditions along roadways used for access. This would be a significant impact.	S	Before project construction activities begin, the project applicant shall prepare a construction traffic control plan that shall be applied to all construction activities associated with the URSP project. The plan shall include,at a minimum, the following conditions: Local roadways will be jointly monitored by the City and project applicant every six months to determine whether project related construction traffic is degrading roadway conditions. Roadways with potential to be damaged by construction traffic and included in the monitoring effort shall be agreed	LTS

		to by the City and the project applicant. All degradation of pavement conditions because of URSP-related construction traffic will be fully repaired by the project applicant to the satisfaction of the City of Manteca.	
4.11-5 Vehicular Site Access and Onsite Circulation Impacts. Proposed vehicular circulation routes for the URSP project would adequately serve the active adult and traditional single-family housing developments and would meet the City's design standards for internal circulation roadways. Substantial increases in hazards asa result of design features or incompatible land uses within these two housing development areas are not expected. However, circulation patterns within the CMU areas are not currently known and if not properly designed could result in increased hazards or safety concerns with onsite and adjacent land uses. Further, the Union Ranch development does not provide vehicular connectivity with proposed development to the north and west. This would be a potentiallysignificant impact.	PS	The CMU developer shall work with the City to design vehicular, pedestrian, and bicycle access within the UnionRanch CMU areas, and between the Union Ranch development and proposed development to the north and west that meets both City of Manteca General Plan standards and URSP standards.	LTS

4.11-6 Impacts to Emergency Vehicle Access. The project would provide adequate emergency access to the project site. However, construction vehicles could temporarily obstruct local roadways, which could impairthe ability of local agencies to respond to an emergency in the project area. This would be a potentially significant impact.	PS	The project applicant shall prepare a Construction Management Plan and submit the plan to the City of Manteca Public Works Department for review and approval. The Construction Management Plan shall identify the timing of construction and the timing of elements that would result in the full or partial blockage of local roadways. The plan shall specify the measures that would be implemented to minimize traffic-related impacts including construction parking during construction, which shall be limited to onsite areas or facilities designated for parking uses (i.e., parking garage). These measures could include, but are not limited to the following: use of signage notifying travelersthat they are entering a construction zone, and use of cones, flaggers, and guide-vehicles to direct traffic through the construction zone. A copy of the plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct local roadways.	LTS
4.11-7 Conformity with City Parking Requirements. The URSP project would provide adequate parking for proposed residential development in the active adult housing and traditional single-family housing areas in conformance with City parking standards. However, the CMU areas have not yet been designed and specific parking plans for these areas are not available. If not properly designed, development of the CMU areas could result in the provision of inadequate parking onsite. This would be a potentially significant impact.	PS	The CMU developer shall coordinate with the City of Manteca to identify the required number of parking spaces for both CMU areas. The developer shall design the CMU areas to provide the appropriate number of spaces, and shall design the commercial parking areas in accordance with the City's zoning code as far as stall size, aisle size, and access driveways.	LTS

4.11-8 Pedestrian and Bicycle Circulation Impacts. The project's proposed network of pedestrian and bicycle trails does not conform to the City's General Planpolicies requiring connectivity between residential, shopping, and employment centers, and thus could result in potential bicycle and pedestrian circulation hazards. Further, the URSP does not include some bicycle facilities that were identified in the City of Manteca Bicycle Master Plan. This would be a significant impact.	S	The project applicant shall coordinate with the City of Manteca Public Works Department to identify the necessary facilities that would be required to provide thefollowing: 1. Connect the project's proposed bicycle lanes and/or multi-use trail to the existing London Avenue bicyclelanes; 2. Add bicycle lanes along the east side of Airport Way aspart of project-related Airport Way road improvements; 3. Add bicycle lanes along both sides of Union Road to thenorthern edge of proposed development; 4. Provide bicycle and pedestrian connectivity between the two Union Ranch housing developments and the planned commercial centers; and 5. Provide bicycle and pedestrian connectivity betweenthe two Union Ranch housing developments and proposed development to the north and west.	LTS
4.11-9 Bus Transit Services. Implementation of the URSP project would generate a need for public bus transportation services. Because limited bus services foronly the elderly and disabled are currently available to serve the southern end of the project and none are proposed under the URSP, this would be a significant impact.	S	The City is currently developing a citywide bus transportation system. The project developers shall coordinate with the City to ensure that bus transportationservices are provided to the project in accordance with City standards.	LTS

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR. Additionally, the methodology of analysis in the Draft EIR was focused on Level of Service and operational impacts; however, Senate Bill (SB) 743 precludes the use of level of service (LOS) to identify significant transportation impacts in CEQA documents for land use projects, recommending instead that VMT be used as the preferred metric. On December 28, 2018, the CEQA

Guidelines were amended to add Section 15064.3, Determining the Significance of Transportation Impacts, which states that generally, VMT is the most appropriate measure of transportation impacts. According to 15064.3(a), "Except as provided in subdivision (b)(2) (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact." Beginning on July 1, 2020, the provisions of 15064.3 applied statewide.

This discussion analyzes the transportation impacts associated with development of the Woodbridge West Retail Project, which would occupy 6.6 acres in the northwest quadrant of the Union Road/Lathrop Road intersection in Manteca, CA. This analysis is intended to supplement the previously approved analysis with additional information related to VMT and consists of the following sections:

- Existing Conditions
- Existing Plus Project Conditions
- Cumulative Conditions
- Vehicle Miles Traveled
- Review of Project Access

Existing Conditions: Given the project's size, land use type (i.e., retail) and location, this study analyzes traffic operations at the Union Road/Lathrop Road and Lathrop Road/Raley's Shopping Center Driveway intersections during the weekday PM peak hour. Because of the nature of retail operations, analysis of weekday AM peak hour conditions is not warranted.

Traffic counts were conducted during the weekday PM peak hour at the Union Road/Lathrop Road intersection in August 2021. Refer to **Figure 6** for traffic volumes and lane configurations at the two study intersections. Schools in the area had already returned to session at the time of the counts. Comparison of these counts to estimates from pre-COVID conditions (circa 2018) revealed higher overall levels of travel. Therefore, the August 2021 counts were used to represent existing conditions.

Table 3 shows the average delay and level of service (LOS) at the two study intersections (refer to Appendix A for technical calculations). As shown, the signalized Union Road/Lathrop Road intersection operates at LOS C, while the side-street stop-controlled Raley's Driveway approach operate at LOS E.

TABLE 3: PM PEAK HOUR INTERSECTION LEVEL OF SERVICE – EXISTING CONDITIONS

Intersection	Control	Average Delay (secs/veh) [1]	LOS [1]
1. Union Road/Lathrop Road	Signal	29	C
2. Lathrop Road/Raleys Driveway	Side-Street Stop	41 (NB LT/TH)	E

Notes:

1. All intersections analyzed using Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016) methods. For signalized intersections, intersection delay and LOS is the weighted average of all approaches. For side-street stop controlled intersections, the delay and LOS for the most-delayed individual movement is shown (along with the movement). All results are rounded to the nearest second.

Source: Fehr & Peers, 2021.

Existing Plus Project Conditions: According to the project site plan (*Woodbridge West Retail Center*, Architecture Plus Inc)[1], the proposed project would consist of the following land uses:

- 30,000 square-foot grocery store
- 19,500 square feet of general retail
- 2,400 square-foot fast-food restaurant with drive-through window
- 3,600 square-foot high turnover sit-down restaurant
- Convenience Market / Gas Station (featuring 12 fueling positions and 3,440 square foot market)

In total, the project would consist of 58,900 square feet of retail uses on the site. A total of 280 parking spaces would be provided.

Trip Generation/Distribution/Assignment

Trip generation estimates were prepared using the Mixed-Use Trip Generation Model (MXD+), which was originally developed for the US EPA to estimate internal trip-making and external trips made by non-auto travel modes. MXD+ begins by estimating gross trips generated by project land uses based on data included in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). It estimates internal trips between on-site land uses.

Table 4 presents the project's expected trip generation. These estimates consider both internal trips and pass-by trips.[2] While the project would generate substantial numbers of entering/exiting trips, more than half of those trips during the PM peak hour would be pass-by based on the nature of the land uses proposed.

TABLE 4
PROPOSED PROJECT TRIP GENERATION

Land Use	Quantity	Vehicle Trips			
		Daily		PM Peak Hour	
		Trip Rate [1]	Trips	Trip Rate [1]	Trips
Supermarket	30 KSF	106.8	3,203	9.2	277
Shopping Center	19.5 KSF	42.7	833	3.7	72
Fast-Food Restaurant with Drive-Through Window	2.4 KSF	471.0	1,130	32.7	78
Super Convenience Market/ Gas Station	12 FPs	230.5	2,766	23.0	276

1 Based on conversations with DeNovo Planning Group, grocery store land use assumed for undefined 30,000 square-foot building. Additionally, the 2,400 square-foot restaurant shown on the site plan was assumed to consist of a fast-food type use with a drive-through window so to provide a conservative analysis. However, it should not be assumed that this analysis would cover one of the several currently highly popular restaurant chains such as Chick Fila, In-N-Out Burger, or Raising Canes.

2 A "pass-by" trip to a retail use is made by a motorist already on the adjacent street while en route to a different primary destination. Pass-by trips do not add traffic to the adjacent street, but contribute trips to the driveway(s) serving the retail center.

High-Turnover (Sit-Down) Restaurant	3.6 KSF	112.2	404	9.8	35
Gross Trips			8,336		738
Internal Trips [2]			-500		-44
Pass-By Trips [3]			-3,582		-381
New Vehicle Trips			4,254		313

Notes:
[1] *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017).
[2] Internalization based on output from MXD+ (see prior page).
[3] Pass-by trips based on data from *Trip Generation Handbook* (Institute of Transportation Engineers, 2017).
KSF = thousand square feet. FPs = Fueling Positions.
Source: Fehr & Peers, 2021.

The distribution of project trips was derived from a project-only retail traffic assignment from the City of Manteca travel demand model, along with a review of existing turning movements and complementary land uses. Refer to **Figure 7** for the expected distribution of new project trips. Pass-by project trips were assigned to driveways in accordance with the level of traffic on the adjacent street and ease of performing the pass-by movement (i.e., ease of turning right into the site versus left).

Trip assignment refers to how new and pass-by trips are assigned to enter/exit the project site. Figure 5 showed the permitted turning movements at each driveway. Those permitted movements, along with the prohibition of eastbound and southbound u-turns at the Union Road/Lathrop Road intersection formed the basis for assignment of project trips.

Project trips were added to existing volumes to yield the existing plus project forecasts shown in **Figure 8**. The study intersections were then reanalyzed, with results shown in **Table 5** (refer to Appendix A for technical calculations). This table indicates that the project would cause modest increases in delays at the Union Road/Lathrop Road intersection. However, by virtue of adding a north leg to the Lathrop Road/Raley's Driveway intersection, side-street movements experience much greater delay. In fact, the intersection would satisfy the peak hour volume warrant for a traffic signal based on the *California Manual of Uniform Traffic Control Devices* (Caltrans, 2014).

TABLE 5: PM PEAK HOUR INTERSECTION LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS

Intersection	Control	Existing Conditions		Existing Plus Project Conditions	
		Average Delay (secs/veh) [1]	LOS [1]	Average Delay (secs/veh) [1]	LOS [1]
1. Union Road/Lathrop Road	Signal	29	C	31	C
2. Lathrop Road/Raleys Driveway	Side-Street Stop	41 (NB LT/TH)	E	154 (NB LT/TH)	F

Notes:
1. All intersections analyzed using Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016) methods. For signalized intersections, intersection delay and LOS is the weighted average of all approaches. For side-street stop controlled intersections, the delay and LOS for the most-delayed individual movement is shown (along with the movement). All results are rounded to the nearest second.

Source: Fehr & Peers, 2021.

CUMULATIVE CONDITIONS

Traffic forecasts were developed for cumulative conditions using the City of Manteca 2040 travel demand model. This model considers reasonably foreseeable land uses and roadway network improvements within the study area. This includes buildout of the parcels in the northwest and northeast quadrants of the Union Road/Lathrop Road intersection in accordance with recently approved projects and existing zoning. Specifically, just to the west of the project site, the following were assumed:

- 136-unit apartment complex located directly west of project site
- 85,000 square feet of retail on 5.6-acre parcel west of apartment complex

The project site plan indicates that the proposed project and apartment complex would have shared access to the project driveway on Lathrop Road opposite the Raley's Driveway. Although connectivity to this driveway may also be provided via a connection through the apartment complex (at its very north property edge), usage of that driveway by uses west of the apartment complex is likely to be limited (due to circuitous travel route provided). That parcel is assumed to have a right-turn only driveway directly on Lathrop Road.

Figure 9 shows the cumulative no project forecasts, while **Figure 10** shows cumulative plus project forecasts.

Table 6 shows operations at each study intersection for each scenario (refer to Appendix A for technical calculations). As shown, a traffic signal is assumed in place at the Lathrop Road/Raley's Driveway intersection.

Table 6 indicates that LOS F conditions would be present at the Union Road/Lathrop Road intersection under Cumulative No Project conditions. The eastbound queue would spill back to the Lathrop Road/Raley's Driveway/Project Access intersection causing it to also operate at LOS F. The addition of project trips would increase delays at each intersection. It should be noted that when intersections are close to capacity (as is the case with Union Road/Lathrop Road), adding vehicles to the intersection causes delay to increase to a non-linear (i.e.., faster) rate. This explains why project-related delay increases are much greater in Table 4 than Table 3.

TABLE 6: PM PEAK HOUR INTERSECTION LEVEL OF SERVICE – CUMULATIVE CONDITIONS

Intersection	Control	Cumulative No Project Conditions		Cumulative Plus Project Conditions	
		Average Delay (secs/veh) [1]	LOS [1]	Average Delay (secs/veh) [1]	LOS [1]
1. Union Road/Lathrop Road	Signal	159	F	201	F
2. Lathrop Road/Raleys Driveway	Signal	143	F	184	C

Notes:

1. All intersections analyzed using SimTraffic microsimulation, which employs *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) methods. For signalized intersections, intersection delay and LOS is the weighted average of all approaches.

Source: Fehr & Peers, 2021.

Based on the relative amount of weekday PM peak hour traffic added to the Lathrop Road/Raley's Driveway/Project Access intersection by the proposed project and the apartment complex, the relative

fair share traffic contribution is 57.5 percent to the proposed project and 42.5 percent to the apartment complex.

Vehicle Miles of Travel (VMT): On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process to fundamentally change transportation impact analysis as part of CEQA compliance. These changes include elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. The law directed the Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines to include new criteria (e.g., metrics) for determining the significance of transportation impacts. OPR selected VMT as the transportation impact metric, recommended its application statewide, and submitted updates to the CEQA Guidelines that were certified by the Natural Resources Agency in December 2018. The requirements of SB 743 became effective statewide on July 1, 2020.

To aid lead agencies with SB 743 implementation, OPR produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018).[3] The *Technical Advisory* offers guidance regarding certain land use projects that are presumed to be less-than-significant. This includes local-serving retail (including restaurants). Page 17 of the *Technical Advisory* describes retail development including stores less than 50,000 square feet as generally being locally serving. In May 2020, OPR staff indicated during online webinars that any retail building that is 50,000 square feet or less may be considered locally serving. OPR notes that "lead agencies will best understand their own communities and the likely travel behaviors of future project users" and "are likely in the best position to decide when a project will likely be local-serving" (page 17) also considering and project specific-information such as market studies or economic impact analyses.

The proposed project consists of a variety of community-scale retail pads, restaurant sites, and a grocery store that would support residents of the area. In light of the above guidance and the project description, these uses would not fall into the category of a regional retail destination. For these reasons, this local-serving retail project would have a less than significant impact on VMT and no mitigation is required.

Project Access Review: The project site plan was reviewed to identify potential operational concerns. **Figure 11** contains recommended site access improvements. Key recommendations associated with project buildout conditions include:

1. A traffic signal is recommended for construction at the Lathrop Road/Raley's Driveway/Project Access with project construction. The location of this signal was previously reviewed and found to be acceptable as part of studies for the adjacent apartment complex.[4] Recommended operational details for the signal are as follows:
    a. U-turns need to be prohibited on the westbound approach due to lack of adequate pavement width to accommodate those movements.

[3] http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

[4] Construction of a traffic signal at the Lathrop Road/Shared Project/Apartment Access intersection is recommended for several reasons. First, it would improve ingress/egress to both properties as well as the opposing Raleys Shopping Center. Second, it would provide a protected crosswalk across Lathrop Road. Third, its location would not preclude construction of a future traffic signal at Madison Grove Drive (if warranted) or adversely affect emergency response from the nearby fire station on Lathrop Road. Fourth, it would be coordinated with other traffic signals along Lathrop Road to facilitate orderly through traffic progression.

   b. If possible, the curb return in the northwest corner of the intersection should be set back far enough to enable eastbound u-turns. This can be accomplished if the distance from the north curb to the outside of the left-turn lane is at least 44 feet.
   c. The northbound and southbound approach would operate with split phasing due to the lane configurations (i.e., single left/through/right lane on north approach and shared left/through lane and dedicated right on south approach.
   d. Crosswalk would be placed either on the west leg or east leg across Lathrop Road. Crosswalks on both legs are not recommended based on signal phasing and the need to maintain flow along Lathrop Road.
2. A continuous narrow raised median is recommended along Lathrop Road between the easterly and westerly project driveways to preclude undesirable u-turns at a mid-block location on Lathrop Road.
3. A westbound deceleration lane is recommended at the easterly project driveway on Lathrop Road to accommodate the heavy right-turn volume (170 vehicles during PM peak hour).
4. The southerly project driveway on Union Road would have a lengthy outbound vehicle queue based on the heavy outbound right-turn movement (150 vehicles during PM peak hour). To minimize the likelihood that inbound traffic spills back onto Union Road (due to being blocked from turning into the first drive aisle serving the gas station), a 40-foot driveway width is recommended. This would allow striping of a short (25 to 50 foot) westbound left-turn pocket into that drive aisle opening while allowing inbound through traffic to continue into the center.
5. Stop signs are recommended in the outbound directions for the two project access connections to the shared access driveway with the apartment complex.
6. Based on the modest side-street volume (30 vehicles during PM peak hour), the northerly project driveway on Union Road would operate acceptably with side-street stop control.[5]

The site plan shows fuel delivery trucks requiring us of through lanes along westbound Lathrop Road to enter the site. While it is known that these AutoTurn based drawings are somewhat conservative, it is nonetheless recommended that the City coordinate further with the developer's architect to develop solutions to reduce the amount of encroachment into adjacent lanes. This may be accommodated with a larger curb return radius and/or a wider driveway width.

The project site plan shows three parking aisles that feature dead-ends. Should all parking be full along these rows, motorists would be required to reverse direction to exit those areas. Ideally, a turn-around area (i.e., hammerheads) could be constructed at their termini points to avoid having to drive in reverse a considerable distance.

[5] Prior analyses had assumed a traffic signal would ultimately be necessary at this location. Given the project's size and location of land uses, usage of this driveway would be well below any applicable thresholds for requiring a traffic signal. However, a traffic signal could ultimately still be necessary depending on the type and intensity of land uses ultimately constructed on the east side of Union Road (which would be served by the east leg of this intersection).

Mitigation Measures identified in the EIR for the Original Project would remain in effect to ensure consistency the City's Circulation Element and the Original certified EIR. Based on the results of the Transportation Analysis for the Refined Project, the Traffic Engineer has recommended that the following be included in the Conditions of Approval for the proposed project.

- **Traffic COA #1** - The developer shall construct a traffic signal at the Union Road / North Project Driveway intersection prior to issuance of building permits. The design of the traffic signal and associated intersection improvements shall be reviewed and approved by the Director of Public Works or City Engineer
- **Traffic COA #2** – The developer shall widen the southernmost driveway on Union Road to stripe short inbound left-turn lane.
- **Traffic COA #3** – The developer shall construct a right-turn deceleration lane at the project entrance on Lathrop Road.
- **Traffic COA #4** – The developer shall construct a narrow-raised median along Lathrop Road to provide a dedicated westbound left-turn lane.
- **Traffic COA #5** – The developer shall post a northbound "No U-Turn" Sign in the median on Union Road located approximately 275 feet north of Lathrop Road.

The refinements to the Original Project would not increase the severity of the impacts beyond what was addressed in the Final EIR. The supplemental VMT analysis shows there would be no significant impacts. There are no new impacts beyond what was addressed in the Final EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

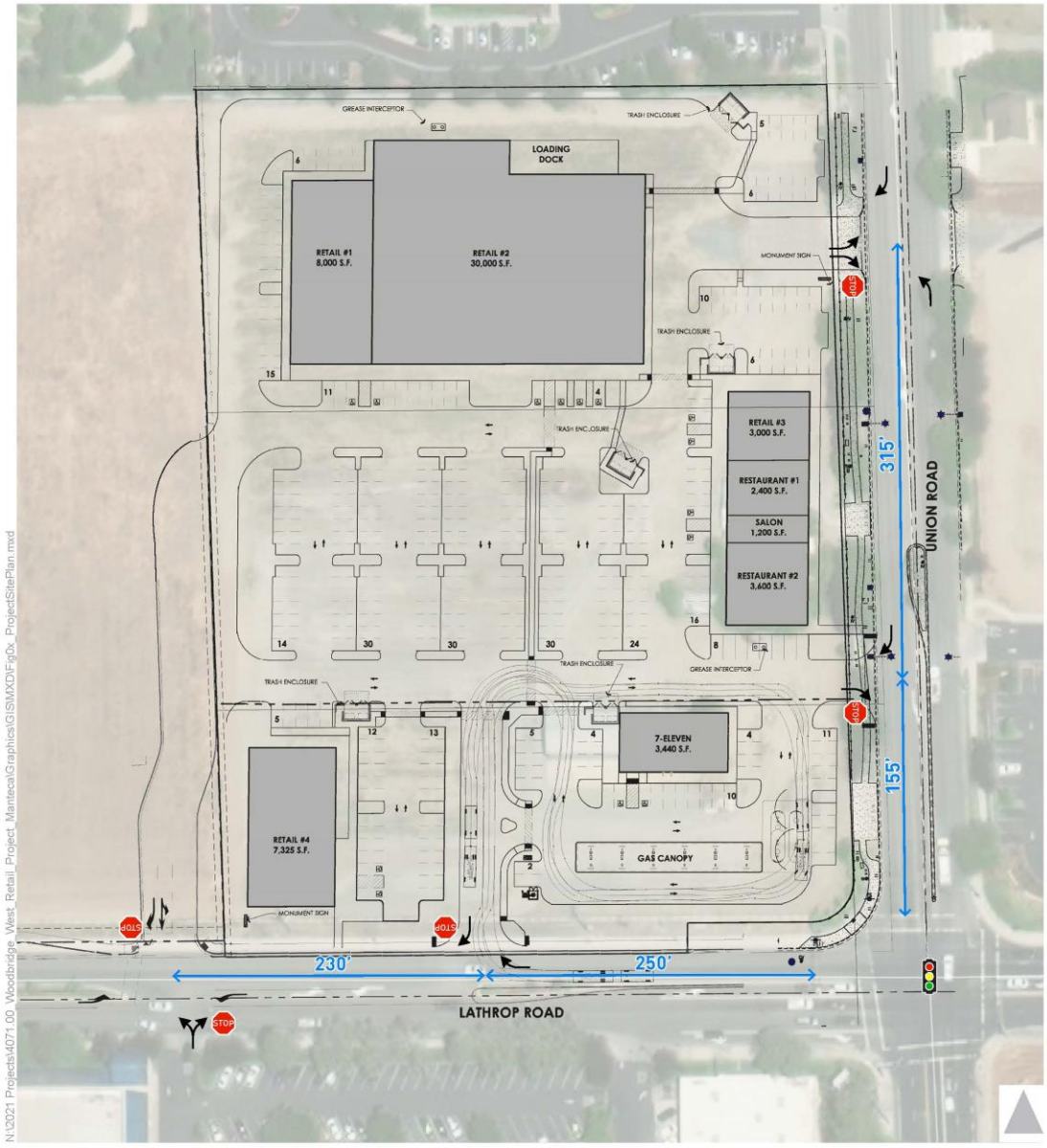
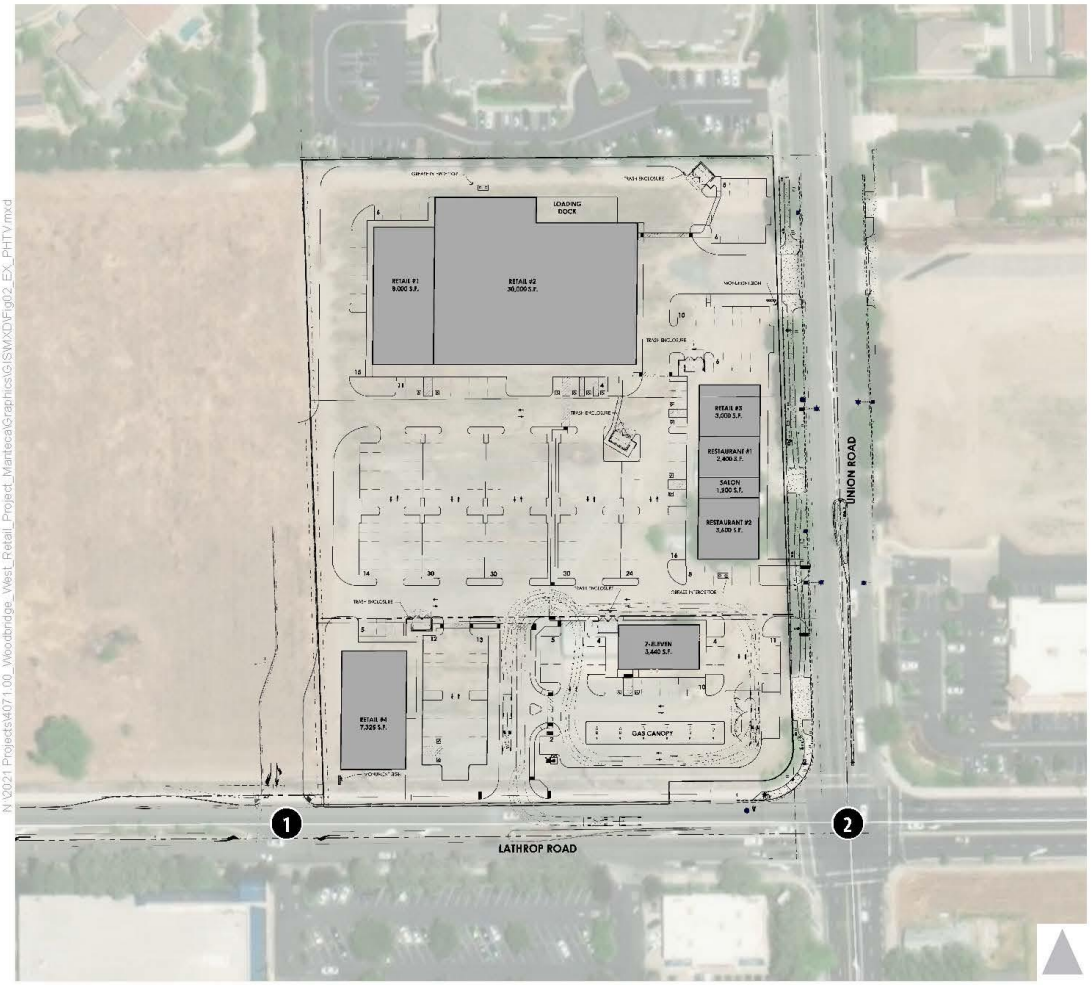


Figure 5
Project Site Plan



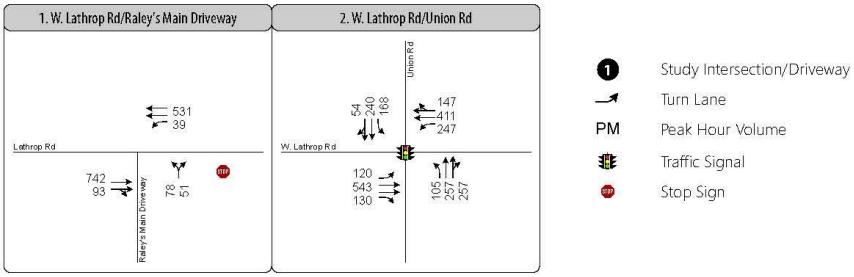


Figure 6

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions

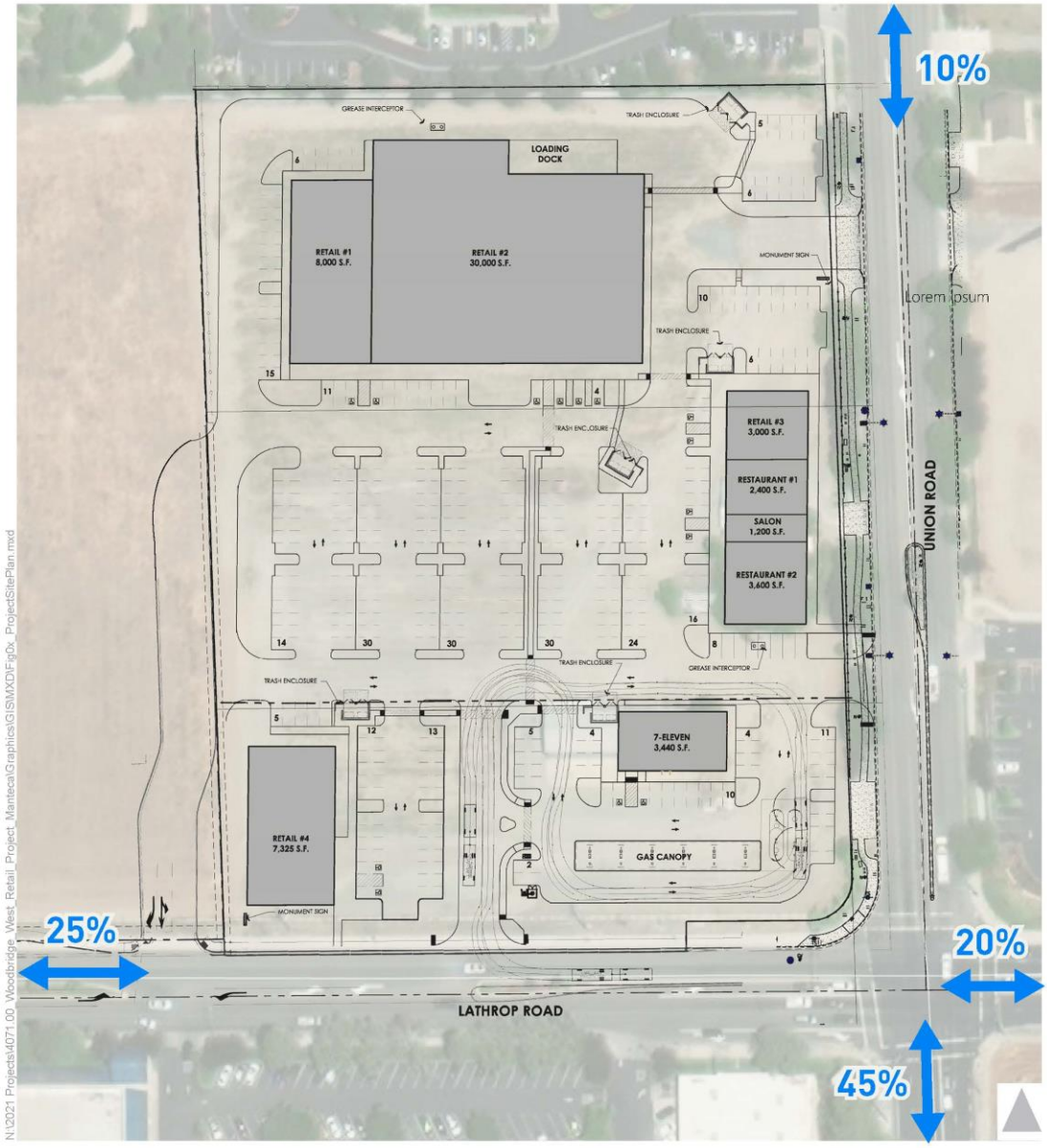
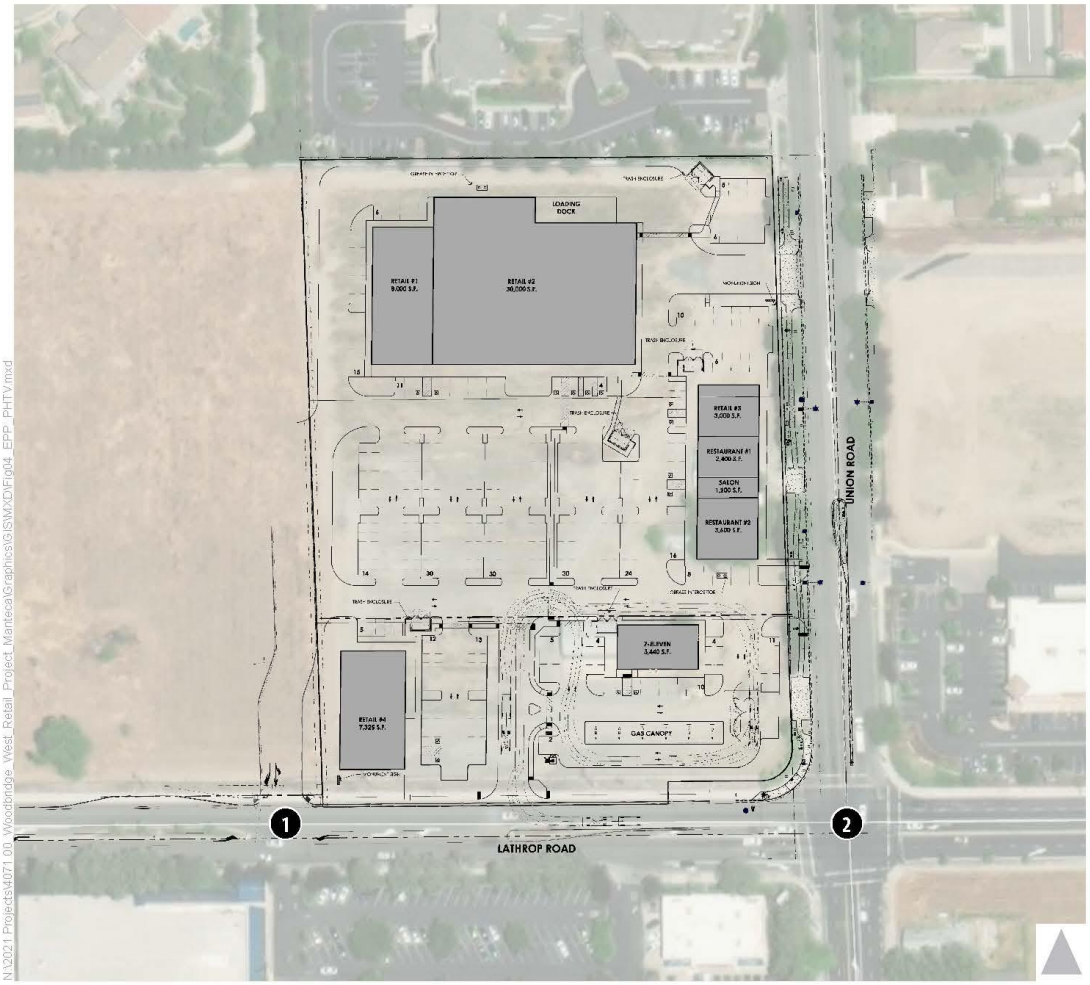


Figure 7
Project Trip Distribution



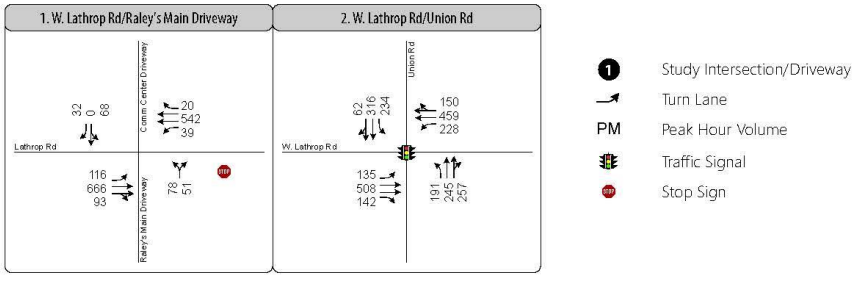
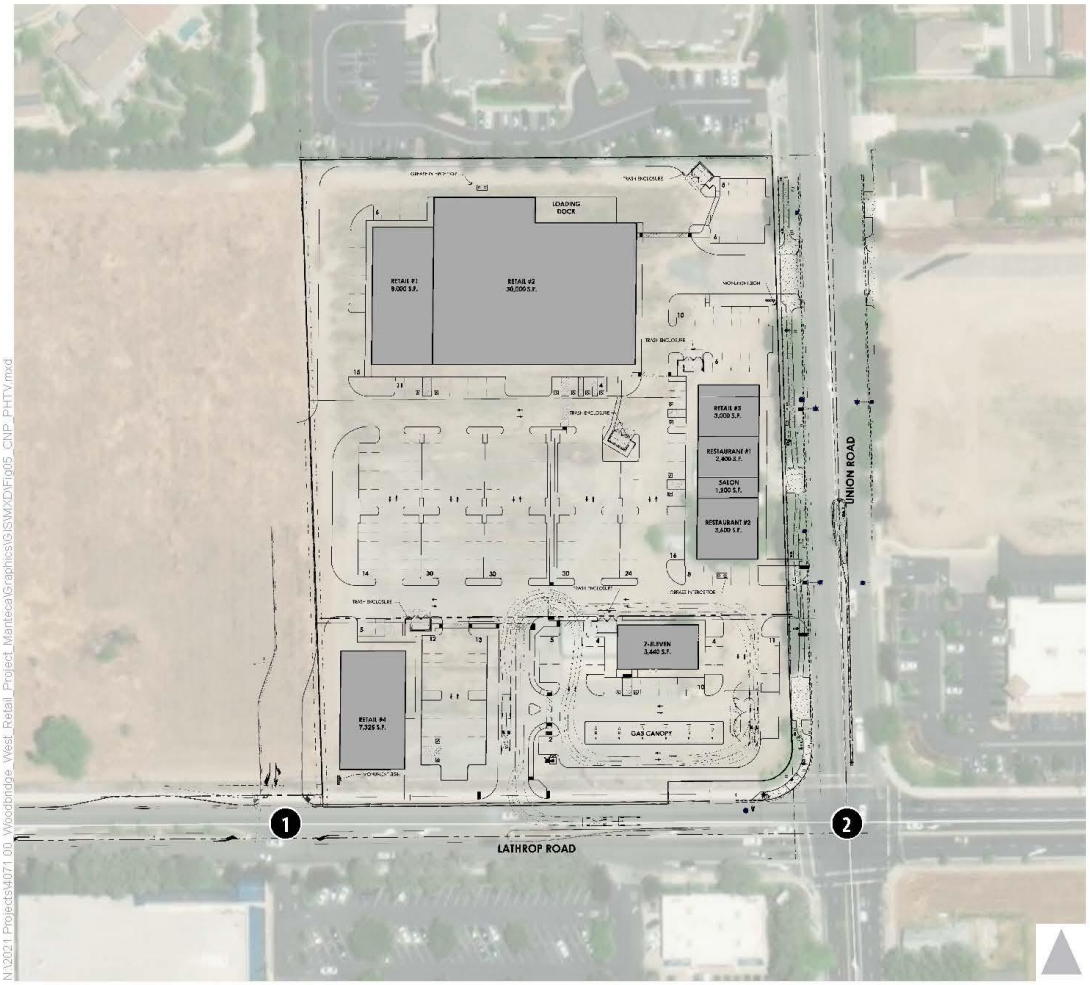


Figure 8

Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions



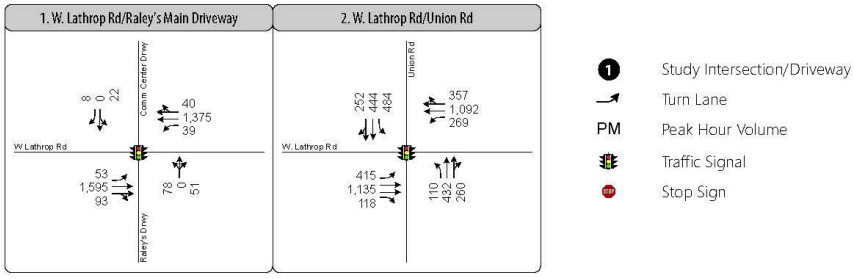
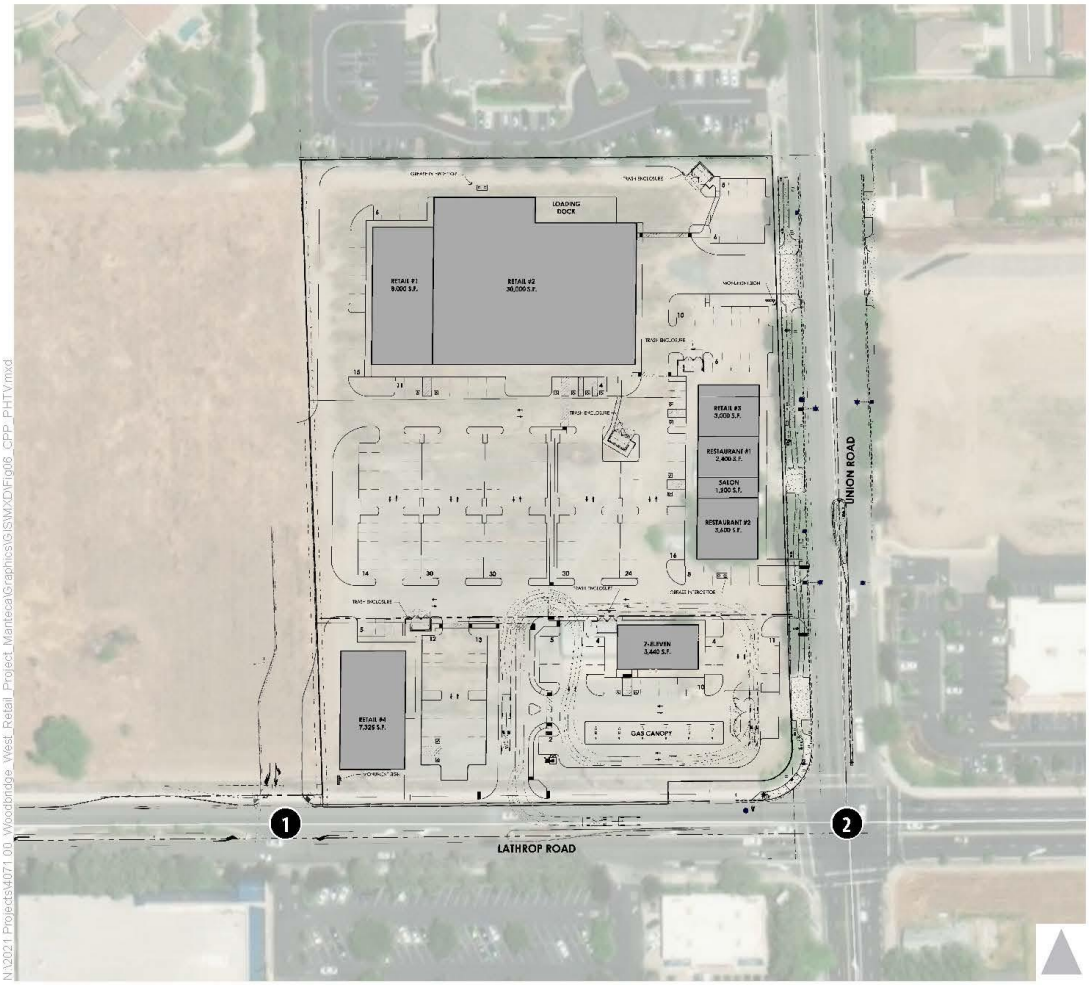


Figure 9

Peak Hour Traffic Volumes and Lane Configurations - Cumulative No Project Conditions



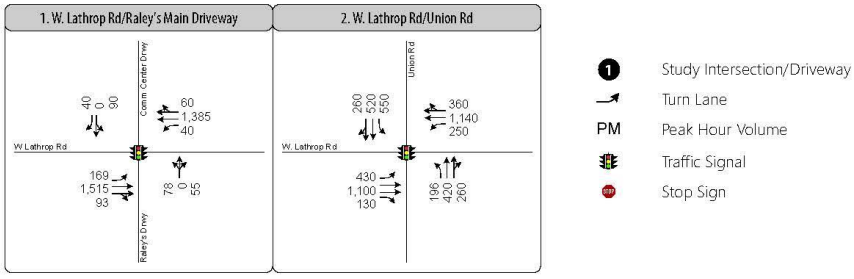


Figure 10

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Plus Project Conditions

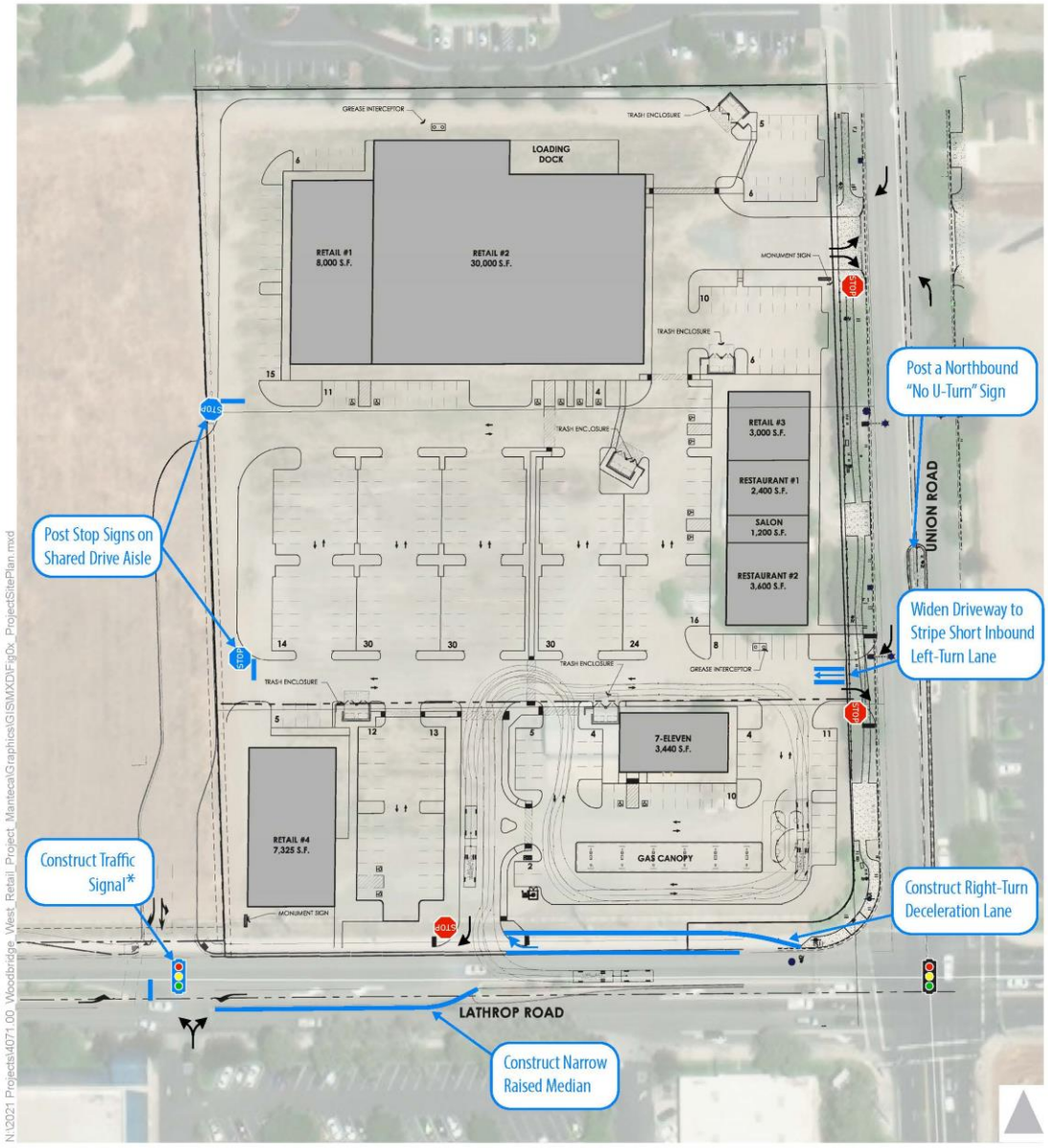


Figure 11
Recommendations

4.12 CULTURAL RESOURCES

4.12-1 Known Archaeological Resources. There are no known archaeological resources in the URSP projectarea. Therefore, this would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.12-2 Known Historic Resources. Project construction would result in the removal of several existing structures. None of these structures appears tobe eligible for listing on the California Register of Historical Resources. This would be a less-than- significant impact.	LTS	No mitigation is necessary.	LTS
4.12-3 Undiscovered/Unrecorded Archaeological Sites. Construction of the project may uncover or otherwise disturb previously undiscovered or unrecorded archaeological sites. Potential disturbanceof a unique archaeological site would be a potentially significant impact.	PS	At the onset of construction, all construction personnel shall be alerted to the possibility of buried cultural resources. If artifacts or unusual amounts of stone, bone, or shell or significant quantities of historic-era artifacts are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended, and the property owner shall be immediately contacted. At that time, the City or the project proponentshall retain a professional archaeologist, who shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any cultural resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The City or the project proponent shall implement the mitigation before the resumption of construction activitiesat the construction site.	LTS

4.12-4 Undiscovered/Unrecorded Human Remains. Project-related construction activities could uncover orotherwise disturb previously undiscovered or unrecorded human remains. This would be a significant impact.	S	If human remains are discovered at any project construction sites during any phase of construction, workwithin 50 feet of the remains shall be suspended immediately, and the City of Manteca, the project proponent, and the county coroner shall be notified immediately. If the remains are determined by the county coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notifiedwithin 24 hours, and the guidelines of the NAHC shall beadhered to in the treatment and disposition of the remains. The City or the project proponent shall also retain a professional archaeologist with Native American burial experience who shall conduct a field investigation of the specific site and consult with the Most Likely Descendant (MLD) identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the MLD including the excavation and removal of the human remains. The City or the project proponent shall implement any mitigation before to the resumption of activities at the site where the remains were discovered.	LTS

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site.

The proposed refinements to the Original Project are not substantial changes to the originally anticipated project relating to cultural resources. Due to the site-specific nature of cultural resources, the Refined Project would not result in new impacts or cause increases in the severity of previously identified impacts to cultural resources when compared to the Original Project or Refined Project. The Refined Project does not designate any new sites for development and would not result in any substantial changes to the construction methods or location of development. The Refined Project would not result in any changes to potential development that would change potential impacts associated with the disturbance of historical, archaeological, paleontological, or geologic resources. The Refined Project would also not result in any changes that would change the potential to disturb human remains. The Refined Project would not result in any new potential impacts to cultural

resources and would not increase the significance of any potential impacts to Cultural Resources. Mitigation Measures identified in the EIR for the Original Project would be sufficient in addressing the requirements for the Refined Project.

There are no new impacts beyond what was addressed in the Final EIR. Lastly, there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

4.13 POPLATION AND HOUSING

4.13-1 Consistency with Housing Policies. The County General Plan and City General Plan contain various goals, objectives, and policies related to the provision of higher density housing in mixed use neighborhoods; affordable housing, housing for the elderly and handicapped, and non–single-family housing (e.g., apartments); and energy efficient featuresand durable construction materials. The project would meet the desired availability of these housing types and construction techniques, and the project would be consistent with housing policies in these planning documents. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.13-2 Housing Displacement. Existing dwelling unitswithin the URSP project site consist mainly of agricultural operations interspersed with rural residences and associated outbuildings. All 23 existing residences would be removed from the site, and 2,301 new homes would be constructed onsite. Construction of residential dwelling units would replace the 23 units removed during project construction. Therefore, this would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS

4.13-3 Housing Demand from Project Development. Development of the project would increase the number of housing units and jobs in the City of Manteca. At full buildout, the jobs-housing index for the URSP area would be 2.4, indicating that the proposed developmentwould be housing rich and would not generate demand for new housing in the region for onsite employees. The project is not expected to induce substantial new housing demand. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS
4.13-4 Population Growth. The project would developnew homes, which would result in direct increases in population. The project-related estimated increases in population are roughly comparable to and consistent with the increases in population that would have resulted from the planned residential growth in the project area for which provision is made in the City and County General Plans. Direct impacts that would occur with development and associated population growth are evaluated in appropriate sections of this Draft EIR (e.g. air quality, transportation). This would be a less-than- significant impact.	LTS	No mitigation is necessary.	LTS
4.13-5 Population Growth and Housing Demand during Construction. The project would result in a temporary increase in employment in the City, related to construction jobs, during the peak construction period. The number of existing construction personnelin the region is considered sufficient to meet demand associated with the project; therefore, this temporary increase in employment is not expected to generate anysubstantial new population growth in the area or generate the need for substantial additional housing forconstruction workers. This would be a less-than-significant impact.	LTS	No mitigation is necessary.	LTS

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated a commercial development, in accordance with the Commercial Mixed Use land use designation, to be developed on the project site. The proposed project is a commercial development project, consistent with what was anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including access, building locations, parking specifications, as well as some specific tenants. These details were not known at the time of the Original EIR; however, these details and refinements to the site plan do not result in any new or increased impact that was not already anticipated for this 6.6-acre site.

The Refined Project would not result in changes to development patterns and does not designate any new sites for development or result in any substantial changes to the construction methods, location, or footprint of development. Neither the Original Project, nor the Refined Project calls for development of housing that would directly affect population. The services provided by the commercial uses would be anticipated to be served by residents of Manteca.

The Refined Project would not include upsizing of offsite infrastructure or roadways. The installation of new infrastructure would be limited to the internal Project site. The sizing of the infrastructure would be specific to the number of units and non-residential square feet proposed within the Union Ranch Specific Plan. Implementation of the Refined Project would not induce substantial population growth in an area, either directly or indirectly.

Additionally, there are no new impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

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