

Initial Study/Proposed Mitigated Negative Declaration, MND-16-05  
**Dolcinea**

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

June 2016



# 1 INTRODUCTION

## 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study/proposed Mitigated Negative Declaration (IS/MND) for the proposed Dolcinea Subdivision project which, is a 41-lot low-density residential subdivision on 8.62 acres, located at 395 North Austin Road. This document has been prepared by the City of Manteca to evaluate the potential environmental effects of the proposed project. This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq.).

## 1.2 LEAD AGENCY

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

## 1.3 DOCUMENT PURPOSE AND ORGANIZATION

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

This document is organized as follows:

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

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

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

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

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

- ▶ Aesthetics
- ▶ Hazards and Hazardous Materials
- ▶ Land Use and Planning
- ▶ Mineral Resources
- ▶ Population and Housing
- ▶ Public Services
- ▶ Recreation
- ▶ Utilities and Service Systems

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

- ▶ Agricultural Resources
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Cultural Resources
- ▶ Geology and Soils
- ▶ Greenhouse Gas Emissions
- ▶ Hydrology and Water Quality

- ▶ Noise
- ▶ Transportation and Traffic
- ▶ Mandatory Findings of Significance

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

## **1.5 PUBLIC REVIEW AND COMMENT**

This IS/proposed MND is available for a 20-day public review period beginning June 7, 2016 and ending June 27, 2016. Written comments must be postmarked by June 27, 2016 and should be addressed to:

Mandy Kang  
Associate Planner  
City of Manteca Community Development Department  
1001 West Center Street  
Manteca, CA 95337  
Phone (209) 456-8518  
Email: [mkang@ci.manteca.ca.us](mailto:mkang@ci.manteca.ca.us)

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

## 2 PROJECT DESCRIPTION

### 2.1 INTRODUCTION

As discussed above, Dolcinea Subdivision is a 41-lot low-density residential subdivision on 8.62 acres, located at 395 North Austin Road. The project site is generally located 1,500 feet north of East Yosemite Avenue, on the west side of North Austin Road. The proposed lots range in size from 5,042 square feet to 10,820. The project also includes 3 park/basin lots and one public utility lot. The project will have a unique design with a one-way street which will loop around the subdivision and have two of the park/basin lots in the center. The lots will develop with one, and two-story homes ranging from 1,500 to 2,000 square feet.

### 2.2 PROJECT LOCATION

The project site is located at 395 North Austin Road within the City of Manteca (see Exhibit 2-1). The 8.62 acre project site is bounded undeveloped residential land to the north, single family residential homes to the south and west, and undeveloped agricultural land designated for single family residential located in San Joaquin County to the east. The main access to the site will be from North Austin Road which makes up the eastern boundary of the project site. The intersection of East Yosemite Avenue and Austin Road is approximately 1,500-feet south of the project site. The existing land use of the project area is undeveloped agricultural land designated in the City's General Plan for the development of low density residential housing (see Exhibit 2-2). The project site consists of a single parcel, Assessor's Parcel Number 208-210-25.

### 2.3 BACKGROUND AND NEED FOR THE PROPOSED PROJECT

The purpose of the project is to construct 41 new single family homes as provided for in the City's General Plan. The City of Manteca has identified the land of the project area for the construction of low density single family homes at a density of no less than 2.1 units per acre and no more than 8 units per acre. The proposed development is within the City of Manteca City Limits and is consistent with the General Plan and its Zoning.

### 2.4 PROJECT OBJECTIVES

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

- ▶ Implement the City of Manteca's General Plan;
- ▶ Provide for the continued improvement of Austin Road consistent with the General Plan Circulation Element;
- ▶ Construct 41 new single-family residential homes to provide for future market demands for housing.

### 2.5 DESCRIPTION OF PROPOSED PROJECT

Dolcinea is a 41-lot low-density residential subdivision on 8.62 acres, located at 395 North Austin Road. The project site is generally located 1,500 feet north of East Yosemite Avenue, on the west side of North Austin Road. The proposed lots range in size from 5,042 square feet to 10,820. The project also includes 3 park/basin lots and one public utility lot. The project will have a unique design with a one-way street which will loop around the subdivision and have two of the park/basin lots (Lots A & B) in the center. The lots will develop with one, and two-story homes ranging from 1,500 to 2,000 square feet. The property is zoned R-1, Single Family Residential, (see Exhibit 2-3).

### 2.6 PROJECT CONSTRUCTION & PHASING

Construction would generally involve grubbing/clearing, grading, and paving using both heavy-duty and light-duty equipment. Equipment used during construction activities could include scrapers/earthmovers, wheeled dozers, wheeled loaders, and motor graders. This equipment would be used during the preparation of the project site for development including the installation of above and below ground utilities, the storm drainage basins, as well as the roadways. Utilities will consist of public water, sewer, and storm drainage, as well as electric and natural gas service, telephone, and cable television.

Development of the Dolcinea subdivision depends on market conditions and demand. The Dolcinea project does not include a specific phasing plan for development. Given the relatively small size of the project it is likely the project would be developed in a single phase.

### 2.7 PROJECT PERMITS

As lead agency for the proposed project, the City of Manteca has discretionary authority to approve the project. Construction of

the project will however require permitting from “responsible agencies” including the San Joaquin County Council of Governments (SJCOG), the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), and the South San Joaquin Irrigation District (SSJID).

## **2.8 PROJECT CONSISTENCY WITH LAND USE CONTROLS**

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

Construction activities associated with these improvements are anticipated to affect the 8.62-acres of the defined project area. Implementation of the proposed project would not require an amendment to the existing zoning designations or General Plan land use designations for the project area or adjacent land.

The majority of this projects impacts were identified and evaluated in the City’s General Plan and related EIR (2003) as well as the General Plan Circulation Element and related EIR (2011). Being within the City Limits of the City of Manteca the land of the project area was contemplated in the City’s utilities master plans, and in the establishment of the City’s Public Facilities and Implementation Program (PFIP). The PFIP is the implementing program for public infrastructure policies identified in the City’s General Plan Policy Document. The purpose of the PFIP is to ensure that certain public infrastructure needed for growth – namely water, wastewater, storm drainage, and transportation facilities – are sufficient to support the City’s growth in accordance with its General Plan. Another purpose of the PFIP is to ensure that infrastructure is constructed in a timely manner and financed in a way that equitably divided financial responsibility in proportion to the demands placed on the new facilities.

The PFIP uses a development impact model wherein the City assumes some responsibility for funding and constructing major facilities, while the developers – in most cases – simply pay their proportionate share to reimburse the City for the cost to finance and construct the infrastructure.

On March 5, 2013, the Manteca City Council adopted the 2013 Public Facilities Implementation Plan Update. It should be noted that only the fees for water, storm drainage, and sewer collection facilities are included in the 2013 PFIP. The City is currently under contract with an engineering consulting firm to prepare the transportation program element for transportation facilities. The program and fees for transportation adopted previously remain in effect until updated in the future.

Exhibit 2-1, Project Vicinity Map

# VICINITY MAP

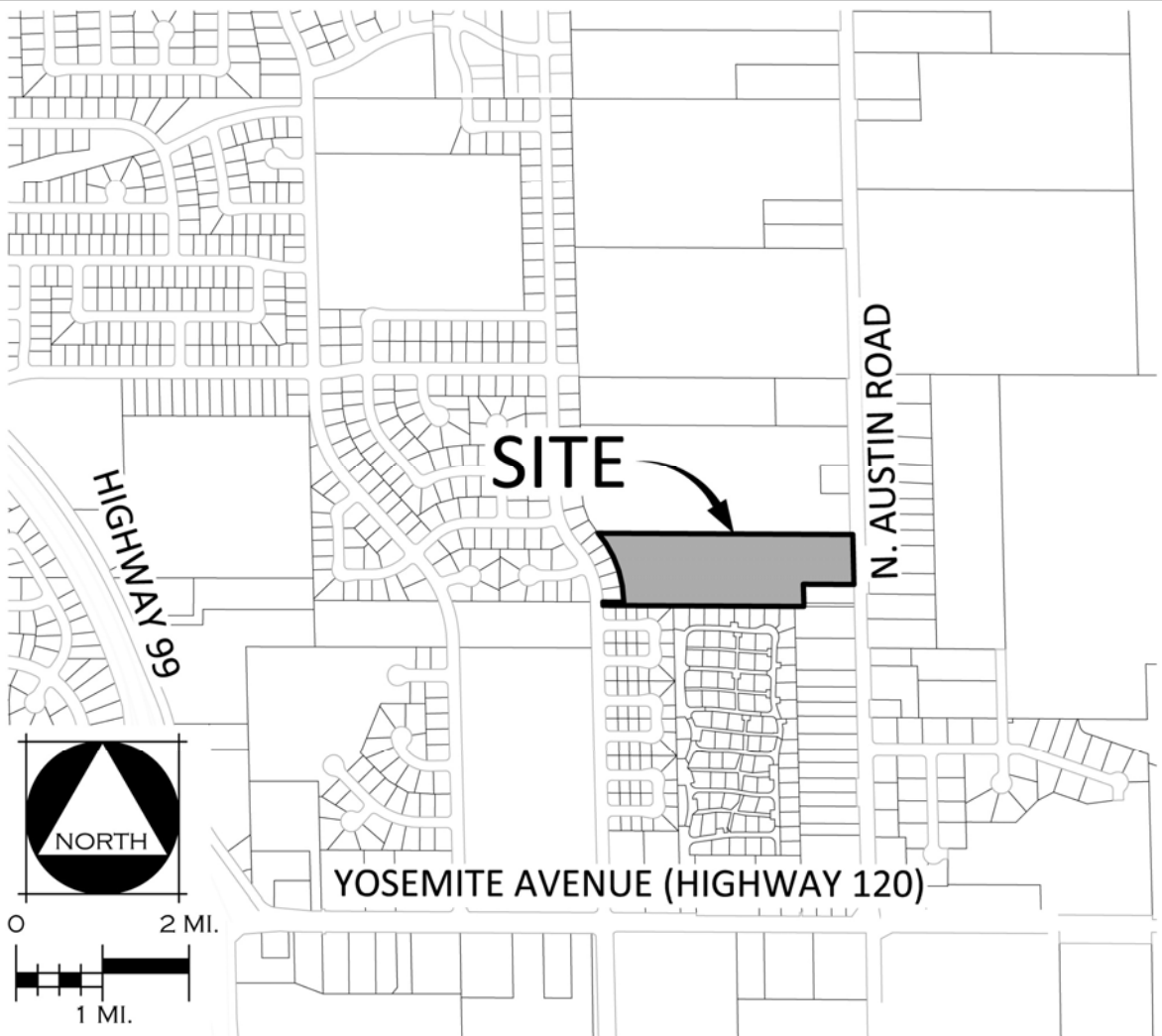


Exhibit 2-2, General Plan Land Use Map,

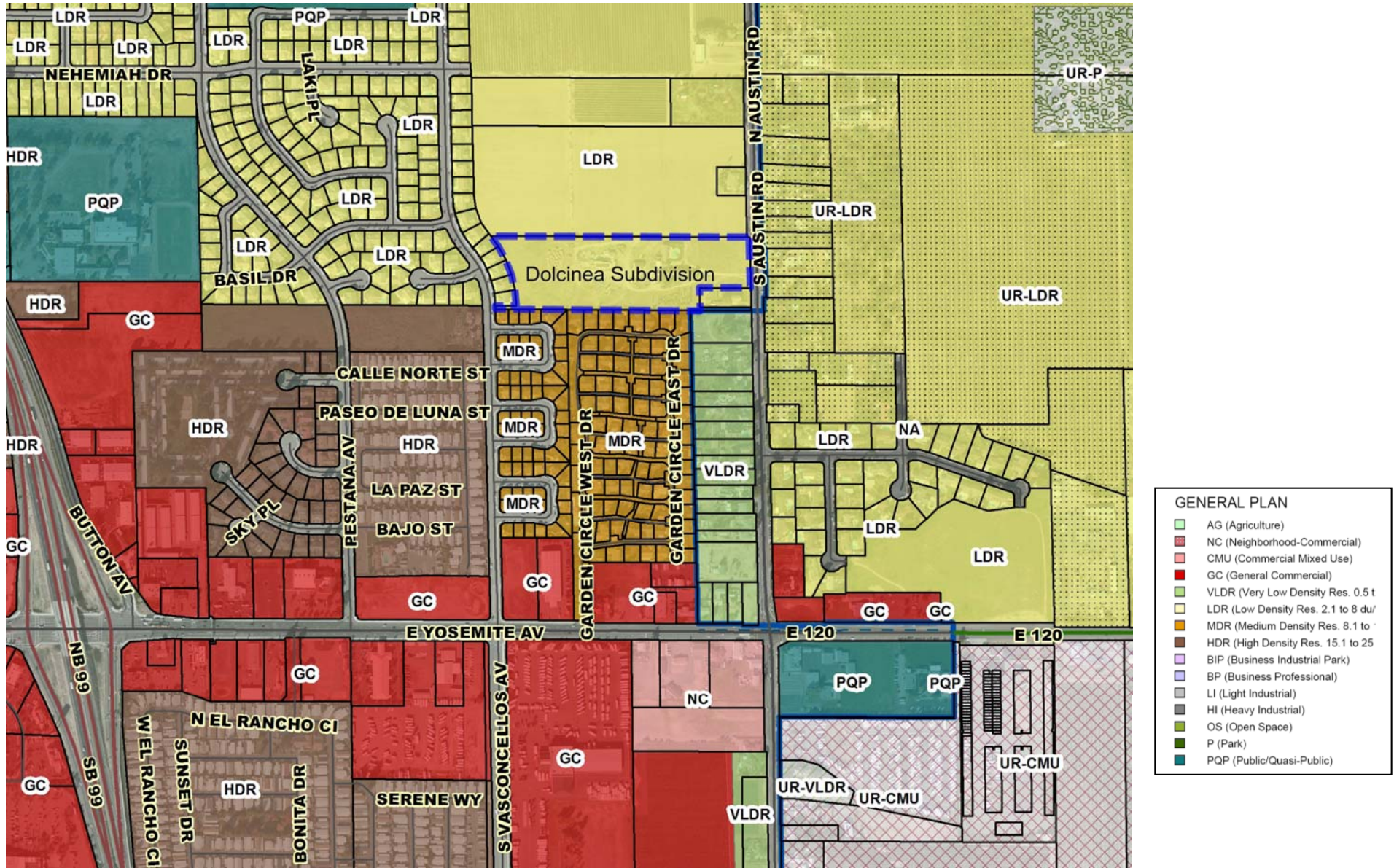
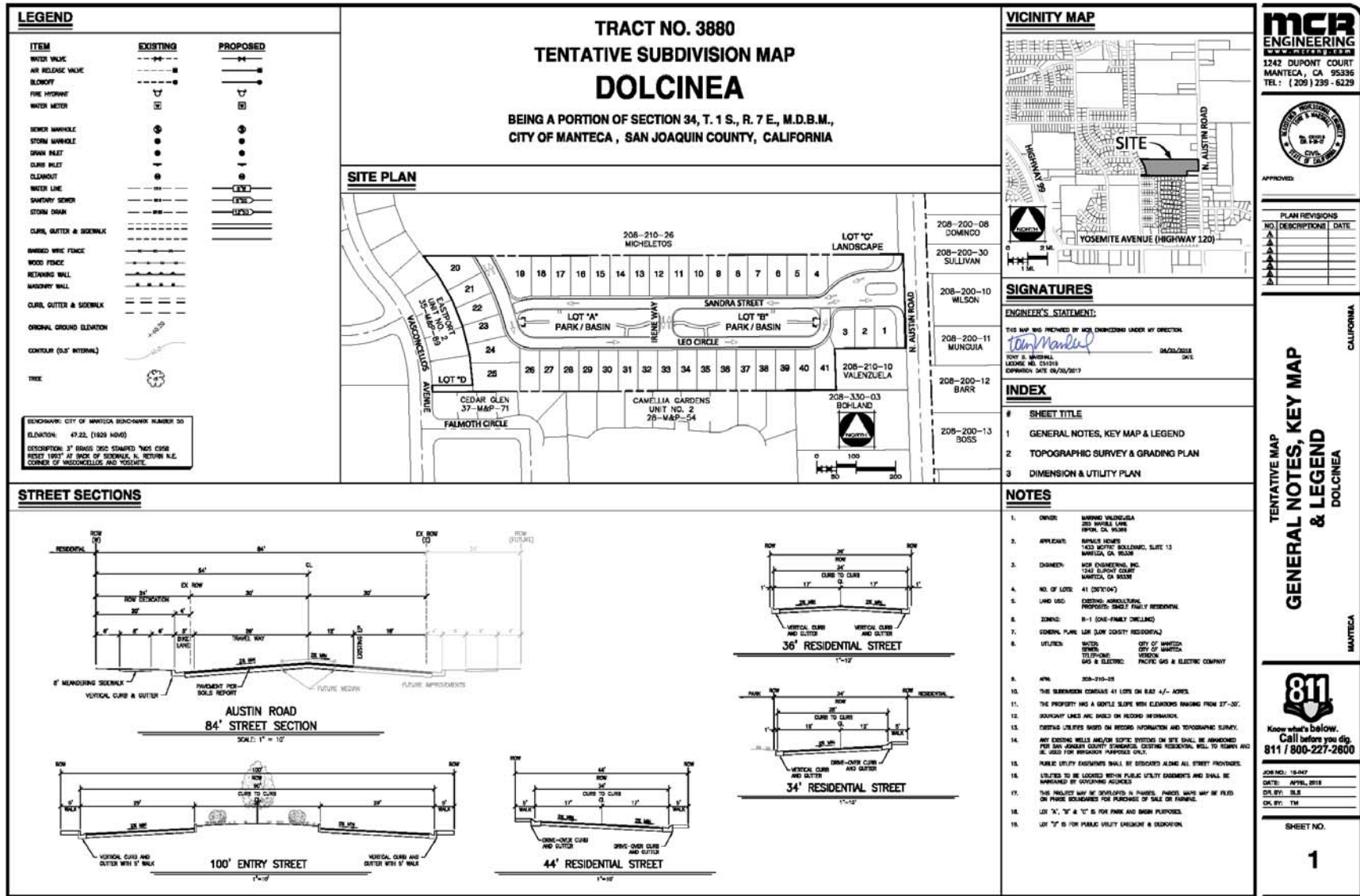






Exhibit 2-3, Tentative Subdivision Map



**M&E ENGINEERING**  
 1242 DUPONT COURT  
 MANTECA, CA 95336  
 TEL: (209) 239-6229

APPROVED

TENTATIVE MAP  
 GENERAL NOTES, KEY MAP & LEGEND  
 DOLCINEA

CALIFORNIA  
 MANTECA

811

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 DRAWN BY: JLS  
 CHECKED BY: TH

1

SHEET NO.

### 3 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

#### PROJECT INFORMATION

1. Project Title:	Dolcinea
2. Lead Agency Name and Address:	City of Manteca 1001 West Center Street, Manteca, CA 95337
3. Contact Person and Phone Number:	Mandy Kang (209) 456-8518
4. Project Location:	See Section 2.2, "Project Location".
5. Project Sponsor's Name and Address:	Raymus Homes, Toni Raymus, 1433 Moffat Blvd., Suite 13, Manteca, CA 95356
6. General Plan Designation:	LDR, Low Density Residential
7. Zoning:	R-1, One-Family Dwelling
8. Description of Project:	See Chapter 2, "Project Description"
9. Surrounding Land Uses and Setting:	See Chapter 2, "Project Description"
10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	Responsible Agencies: San Joaquin County Council of Governments (SJCOG), the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), and the South San Joaquin Irrigation District (SSJID)

#### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

#### DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature \_\_\_\_\_ Date \_\_\_\_\_

## EVALUATION OF ENVIRONMENTAL IMPACTS

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

### 3.1 AESTHETICS

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

#### ENVIRONMENTAL SETTING

Land uses in the project area include a single-family home with some storage outbuildings and storage for a concrete contractor. Topography of the project site is relatively level with an elevation of approximately 30-35 feet above sea level. The land to the north consists of agricultural row crop, land to the south and west is residential, and land to the east is residential and agricultural. Views within and around the project site consist of open spaces, active and fallow agricultural lands, residential development, and rural residences.

#### REGULATORY FRAMEWORK

State Laws and Regulations

- California Code of Regulations (CCR), Title 24 Outdoor Lighting Standards

Local Laws, Regulations, and Policies

- City of Manteca General Plan 2023 (2003)
- City of Manteca Municipal Code

#### DISCUSSION

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

**Less than Significant Impact.** A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The project area does not incorporate a unique scenic resource or backdrop for the project area. Agricultural and residential land uses make up the majority of the areas surrounding the project site and would not provide scenery of a remarkable character that is distinguishable from other areas in the city. Construction and improvements associated with the proposed project will be single and two story homes limited to a maximum height of 35-feet. Because the proposed project would not have a substantial adverse effect on a scenic vista, this impact would be less than significant.

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

**No Impact.** A scenic resource is generally a resource, landmark, or area that has been noted for its outstanding scenic qualities and is thereby protected because of those qualities. A scenic resource within a state scenic highway is a resource that is noted for its outstanding scenic qualities and is visible from a state-designated scenic highway. According to the California Department of Transportation (2006), SR 99 is not a state-designated scenic highway and, therefore, the project would not damage any scenic resources within view of a state scenic highway.

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

**Less-than-Significant Impact.** The project area primarily consists of residential development and associated agricultural land

uses. However, development of approved residential neighborhoods to the north and east of the project site will eventually occur. Construction and improvements associated with the proposed project will be single and two story homes limited to a maximum height of 35-feet. While proposed improvements would change the rural character of the project area to an area with increased urban visual elements, these improvements would be compatible with and are common visible elements with developing urban land uses that are occurring in the project area, and therefore would not substantially change the visual character of the area.

Future development of the project would also be required to be consistent with the City’s General Plan policies related to aesthetics, including requirements that new development maximize the potential for open space and visual experiences (Policy RC-P-18), , and that residential areas contribute to the overall character of the neighborhood by emphasizing traditional residential features which enhance the sense of community, ensure a safe pedestrian orientation, and minimize the visual prominence of garages (Policy CD-P-7). Therefore, this is considered a less-than significant impact.

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

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

### 3.2 AGRICULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
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**II. Agricultural And Forest Resources:**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

Land uses in the project area include a single-family home with some storage outbuildings and storage for a concrete contractor. Topography of the project site is relatively level with an elevation of approximately 30-35 feet above sea level. The land to the north consists of agricultural row crop, land to the south and west is residential, and land to the east is residential and agricultural.

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

**REGULATORY FRAMEWORK**

Local Laws, Regulations, and Policies

- City of Manteca General Plan 2023 (2003)
- Right-to-Farm Ordinance (Chapter 8.24 of Manteca Municipal Code).
- City of Manteca Agriculture Mitigation Fee Program (Chapter 13.42 of Manteca Municipal Code).

**DISCUSSION**

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?**

**Impact for which General Plan EIR is Sufficient.** The proposed project constructs 41-single family residential homes on land designated as Farmland of Statewide Importance and Unique Farmland according to the Natural Resources Conservation Service Farmland Mapping and Monitoring Program. Implementation of the project would convert a total of approximately 8.62 acres of Unique Farmland and Important Farmland (i.e., Farmland of Statewide Importance). The project site is approved for development as a residential neighborhood consistent with its General Plan land use designation. The land use designation indicates that the City has planned for conversion of this agricultural land to urban uses, and that the General Plan does not envision nor designate this area for permanent agricultural uses.

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

The General Plan EIR analyzed the potentially significant impacts resulting from the conversion of Unique and Important Farmland and concluded that conversion of prime agricultural land, including the project area, to urban uses would be significant and unavoidable even with conformance with General Plan goals, policies, and implementation measures. As part of adopting the General Plan, the city council adopted Findings of Fact and a Statement of Overriding Considerations that indicated urban development was of greater benefit to the community than preserving agricultural land within city limits. Because the project is identified in the General Plan, conversion of agricultural land on the project site to urban uses was sufficiently analyzed in the General Plan EIR. Although the project would not convert Unique and Important Farmland beyond the scope of analysis conducted in the General Plan EIR, the City requires collection of development impact fees (i.e., agricultural mitigation fee). These fees are used to offset the loss of agricultural lands due to new development by helping fund the purchase of agricultural easements (City of Manteca Municipal Code, Chapter 13.42).

**MITIGATION MEASURE**

**AG-1:** The City shall implement the following measures to further reduce impacts to the loss agricultural land to development: Prior to issuance of individual building permits, the applicant(s) for future development permits within the Dolcinea project area shall be required to pay the applicable agricultural mitigation fee in place as calculated by the Manteca Building Division per Chapter 13.42 of the City of Manteca Municipal Code to compensate for the loss of 8.62-acres of agricultural land.

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

**No Impact.** The project area is zoned R-1, single family residential and is not under a Williamson Act contract. Therefore, the project would not conflict with existing agricultural land use designations for agricultural or Williamson Act contracts.

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

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

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

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

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

**Impact for which General Plan EIR is Sufficient.** As described in item “a” above, the project would not convert Unique or Important Farmland beyond the scope of analysis conducted in the General Plan EIR and the agricultural mitigation fee will be paid (City of Manteca Municipal Code, Chapter 13.42) prior to initiation of project construction. It is important to note that the existing agricultural operations on adjacent lands to the north, south, and west each have previously approved tentative subdivision maps that will eventually develop as single-family residential neighborhoods in similar nature to the proposed project. Furthermore, future development in the Dolcinea project area would be subject to the City’s Right-to-Farm Ordinance (Chapter 8.24 of the City’s Municipal Code), which requires residential property owners to be provided a disclosure statement that acknowledges the property may be located close to agricultural lands and operations and that the property owner may be subject to inconvenience or discomfort arising from the lawful and proper use of agricultural chemicals and pesticides and from other agricultural activities. Therefore, the Dolcinea project would not be expected to result in the indirect conversion of agricultural lands surrounding the project area.

### 3.3 AIR QUALITY

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

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

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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## ENVIRONMENTAL SETTING

The project site is located in the City of Manteca in San Joaquin County, which lies within the San Joaquin Valley Air Basin (SJVAB) and is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). With respect to ozone, the SJVAB is currently designated to be in severe nonattainment for the state 1-hour standard and serious nonattainment for the federal 8-hour standard. The SJVAB is also designated as a nonattainment area with respect to the state (nonattainment) and national (nonattainment/serious) respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM10), and the national respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM2.5) standard. The SJVAB has either attained all other air quality standards, or has not been classified as being in nonattainment, generally indicating that attainment would be likely if sufficient data were collected.

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

## REGULATORY FRAMEWORK

### Federal Laws and Regulations

- The federal Clean Air Act (CAA) required by the Environmental Protection Agency (USEPA) to establish national ambient air quality standards (NAAQS).

### State Laws and Regulations

- The California Clean Air Act (CCAA), which was adopted in 1988, required CARB to establish California ambient air quality standards (CAAQS).

### Local Laws and Regulations

- SJVAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions are maintained in the San Joaquin Valley Air Basin. The SJVAPCD Rules and Regulations that are applicable to the proposed Woodward Estates include, but are not limited to, the following:
  - Regulation VIII (Fugitive Dust Prohibitions)
  - Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)
  - Rule 4102 (Nuisance) – applies to any source operation that emits or may emit air contaminants or other materials
  - Rule 4103 (Open Burning)
  - Rule 4601 (Architectural Coatings)
  - Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations)
  - Rule 9510 (Indirect Source Review – ISR)

## DISCUSSION

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

**Less Than Significant With Mitigation Incorporated.** The SJVAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions are maintained in the SJVAB. SJVAPCD responsibilities include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, and implementing programs and regulations required by the federal Clean Air Act and the California Clean Air Act. In an attempt to achieve NAAQS and CAAQS and maintain air quality, the SJVAPCD has completed the following air quality attainment plans and reports: 2004 Extreme Ozone Attainment Demonstration Plan (clarifications adopted August 21, 2008), 2007 PM10 Maintenance Demonstration Plan, and 2002–2005 Amended Ozone Rate of Progress Plan (December 31, 2002). In coordination with CARB and other north/central California air districts, the SJVAPCD developed the 2007 8-hour Ozone Demonstration Plan, which was adopted by SJVAPCD on April 30, 2007, and approved by CARB on June 14, 2007.

The Dolcinea project would result in some construction emissions which would be described as short term or temporary in duration. Construction activity would temporarily generate emissions of reactive organic gases (ROG), a pollutant precursor to ozone, NOX, and PM10 from site grading and excavation paving, motor vehicle exhaust associated with construction equipment, construction employee commute trips, and material transport and other construction operations.

The Dolcinea project's size of 41-single family homes is small enough that it is likely that the project could be developed in a single phase deemed to be within the SJVAPCD levels. For this reason the project will be conditioned to comply with all applicable requirements of SJVAPCD's Regulation VIII (Fugitive Dust Prohibitions) and all district policies to limit construction

vehicle emissions as well as with all applicable requirements of the SJVAPCD's Indirect Source Review Rule 9510 and payment of administrative fees for Indirect Source Review Rule 3180. Furthermore, criteria pollutant emissions associated with construction emissions would not exceed SJVAPCD thresholds of significance. In addition, operational emissions would be lower than anticipated in the City's General Plan 2023 and its associated Draft EIR. Compliance with the following mitigation measure will ensure that the project proponent complies with the applicable air quality plans.

## **MITIGATION MEASURE**

**AIR-1:** The project proponent shall submit an Air Impact Assessment (AIA) application to the San Joaquin Valley Air Pollution Control District no later than when seeking final discretionary approval and shall pay any applicable off-site mitigation fees before issuance of the first building permit. A copy of the AIA shall be on file with the City of Manteca prior to the issuance of the grading permit.

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

**Less than Significant with Mitigation Incorporated.** Subsequent land use activities associated with implementation of the proposed Dolcinea project would introduce additional construction, mobile, and stationary sources of emissions, which would adversely affect regional air quality. The Dolcinea Subdivision, which encompasses the Dolcinea project area, is designated as nonattainment for federal ozone and fine particulate matter (PM<sub>2.5</sub>) standards and nonattainment for state ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> standards (CARB 2010b).

#### Construction Emissions

Construction-generated emissions are temporary and short term but have the potential to represent a significant air quality impact. As stated above, the construction and development of the proposed Dolcinea project would result in the temporary generation of emissions. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

The SJVAPCD has adopted guidelines for determining potential adverse impacts to air quality in the region. The SJVAPCD guidelines state that construction activities are considered a potentially significant adverse impact if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not incorporated or implemented, and if the project generates emissions of ROG or NO<sub>x</sub> that exceeds 10 tons per year.

During construction, air pollutants would be emitted from the operation of construction equipment and from worker and building supply vendor vehicles. The Dolcinea project provides an additional 41 residential dwelling units over current conditions. For the purposes of this analysis, this projected residential unit amount will take approximately 1 to 2 years to develop. The proposed Dolcinea project would not result in the exceedance of SJVAPCD thresholds of 10 tons of ROG and NO<sub>x</sub> emissions per year generated during construction. The SJVAPCD has not adopted quantitative significance thresholds for construction-generated particulate matter emissions, yet the SJVAPCD guidelines state that construction activities are considered a potentially significant adverse impact if the feasible control measures for construction are not incorporated or implemented in compliance with Regulation VIII as listed in the SJVAPCD guidelines. Uncontrolled emissions of particulate matter would be considered to contribute to existing nonattainment conditions and potential localized exceedances of state or national ambient air quality standards. Therefore, compliance with the following mitigation measure will ensure that the developer complies with the applicable air quality plans.

## **MITIGATION MEASURE**

**AIR-2:** The developer shall implement the following measures to reduce construction equipment exhaust emissions. These measures would further reduce the already less-than-significant impacts associated with ROG and NO<sub>x</sub> emissions:

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

**AIR-3:** Construction activities shall comply with SJVAPCD Regulation VIII for the control of fugitive dust emissions. In accordance with SJVAPCD Regulation VIII, a Dust Control Plan shall be prepared and submitted to the Air Pollution Control Officer prior to the start of construction. Written notification to the Air Pollution Control Officer shall also be provided within 10 days prior to the commencement of earth-moving activities. The Dust Control Plan shall describe all fugitive dust control measures to be implemented before, during, and after any dust-generating activity. The Dust Control Plan shall be endorsed by the SJVAPCD and copies provided to the City of Manteca prior to commencing construction. Current SJVAPCD-recommended dust control measures include (but are not necessarily limited to) the following:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively

stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover.

- All on-site unpaved construction roads and off-site unpaved construction access roads shall be effectively stabilized 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 dust emissions utilizing application of water or by presoaking.
- When materials are transported off-site, all material shall be covered and effectively wetted to limit visible dust emissions, or at least 6 inches of freeboard space from the 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 visible dust 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.
- The overall area subject to excavation and grading at any one time shall be limited to the fullest extent possible.
- On-site equipment shall be maintained and properly tuned in accordance with manufacturers' specifications.
- Trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.
- Excavation and grading activities shall be suspended when wind speeds exceed 20 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.
- Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site.

#### Operational Emissions

Ozone is not emitted directly into the air but is formed through a complex series of chemical reactions between ROG and NO<sub>x</sub>, while the principal sources of PM<sub>10</sub> and PM<sub>2.5</sub> include fuel burned in cars and trucks, power plants, factories, fireplaces, agricultural activities, and woodstoves. Implementation of the proposed Dolcinea project would result in emissions of PM<sub>10</sub> and PM<sub>2.5</sub>, as well as ROG, NO<sub>x</sub>, and CO, due to increased use of motor vehicles, natural gas, maintenance equipment, and various consumer products, thereby increasing potential operational air quality impacts. Increases in operational air impacts with implementation of the proposed Dolcinea project would generally consist of two sources: stationary and mobile.

Build out of the Dolcinea project would result in 41 homes. Based on an average household size of 2.98 persons per household, which is consistent with the City's General Plan 2023 Draft EIR (City of Manteca 2003a, p. 2-13), the proposed Dolcinea project would allow for an increase of 122 persons beyond existing conditions.

The City's 2023 General Plan designates the Dolcinea project area as LDR, which allows for residential densities of up to 8 dwelling units per acre. Therefore, the City's 2023 General Plan anticipated up to 69 housing units and an associated population of 200 persons within the Dolcinea project area. As such, the proposed Dolcinea project would result in approximately 28 fewer housing units and 78 fewer persons within the Dolcinea project area than anticipated by the City's General Plan 2023 and its associated Draft EIR. Generally, fewer people equate to fewer air pollutant emissions due to less automobile trips and less demand for energy.

Given that future population growth associated with the Dolcinea project would not exceed growth anticipated in the City's General Plan 2023 and its associated Draft EIR, this impact would be considered **less than significant**.

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

**Less than Significant with Mitigation Incorporated.** As discussed in item "b" above, project implementation would not result in long-term operational ROG, NO<sub>x</sub>, PM<sub>10</sub>, or CO emissions that would result in or contribute substantially to an air quality violation. Because SJVAPCD-recommended mitigation measures are not currently incorporated into the project description, temporary construction emissions could contribute to an existing or projected air quality violation, especially considering the SJVAB's nonattainment status for ozone and PM<sub>10</sub>. Thus, construction-generated PM<sub>10</sub> emissions could result in a cumulatively considerable net increase of a criteria pollutant, for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. As a result, this impact is considered potentially significant; however, implementation of Mitigation Measures AIR-1, 2, & 3 as described above, would reduce short-term construction-generated emissions to a less-than-significant level.

#### **d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant with Mitigation Incorporated.** Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. As discussed in item "b" above, project implementation would not result in long-term operational ROG, NO<sub>x</sub>, PM<sub>10</sub>, or local CO emissions that would result in or contribute substantially to an air quality violation. Because SJVAPCD-recommended mitigation measures are not currently incorporated into the project description, temporary construction emissions

could violate or contribute substantially to an existing or projected air quality violation. Thus, construction-generated PM10 emissions could expose sensitive receptors to substantial pollutant concentrations and this impact is considered potentially significant. Implementation of the Mitigation Measures AIR-1, 2, & 3, as described above, would reduce short-term construction-generated emissions to a less-than-significant level.

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

**No Impact.** Project implementation would not result in any major sources of odor and the project type is not known to produce odors (e.g., landfill, food processing facility, wastewater treatment). In addition, the diesel exhaust from the use of on-site construction equipment would be intermittent and temporary, and would dissipate rapidly. Thus, project implementation would not create objectionable odors affecting a substantial number of people. As a result, there is no impact and no mitigation is required.

### 3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
<b>IV. Biological Resources. Would the project:</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### ENVIRONMENTAL SETTING

Land uses in the project area include a single-family home with some storage outbuildings and storage for a concrete contractor. Topography of the project site is relatively level with an elevation of approximately 30-35 feet above sea level. The surrounding land is level slightly sloping to the west. The land to the east, west, and south is of essentially the same status as the project site,

(i.e. row crops and residences).

Common wildlife species that are likely to be associated with the disturbed habitats present on or immediately adjacent to the project site include western fence lizard (*Sceloporus occidentalis*), mourning dove (*Zenaidura macroura*), American crow (*Corvus brachyrhynchos*), yellow-billed magpie (*Pica nuttalli*), western scrub-jay (*Aphelocoma californica*), house finch (*Carpodacus mexicanus*), house sparrow (*Passer domesticus*), opossum (*Didelphis virginiana*), California ground squirrel (*Spermophilus beechyi*), and raccoon (*Procyon lotor*). Small mammals such as Botta's pocket gopher (*Thomomys bottae*), western harvest mouse (*Reithrodontomys megalotis*), and California meadow vole (*Microtus californicus*) may also be present and provide prey for a variety of raptor species likely to hunt in the area, including American kestrel (*Falco sparverius*), Swainson's hawk (*Buteo swainsoni*), and red-tailed hawk (*Buteo jamaicensis*). There are a few trees on the project site.

### Special-Status Species

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

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

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

### REGULATORY FRAMEWORK

#### Federal Laws and Regulations

- Federal Endangered Species Act
- Migratory Bird Treaty Act (MBTA)
- Clean Water Act, Section 404
- Invasive Species – Executive Order 13112

#### State Laws and Regulations

- Clean Water Act, Section 401 Water Quality Certification
- California Fish and Game Code Section 2070 (California Endangered Species Act)
- California Fish and Game Code Sections 1600–1607 (Streambed Alteration)
- California Endangered Species Act
- California Fish and Game Code Sections 1900–1913 (Native Plant Protection Act)
- California Fish and Game Code Sections 1601–1606
- California Fish and Game Code Sections 3500–5500
- California Fish and Game Code Section 3503.5 (Bird of Prey)

#### Local Laws and Regulations

- City of Manteca General Plan
- San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

### DISCUSSION

**a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?**

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

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

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

The Dolcinea project area is located within the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), the urban expansion area for the City of Manteca, and 5.98 acres of “Urban Space” and 2.5 acres of “Category B, Pay Zone A: Multi-Purpose Open Space” under the SJMSCP. As such, the SJMSCP contemplates urban development on this site; therefore, the development of the proposed project would not conflict with the provisions of the plan. Lands within Pay Zone A include parcels containing habitat types classified as multi-purpose open space as described in SJMSCP section 2.2.1.3, which are not otherwise exempt. The fee for undertaking SJMSCP permitted activities on these parcels is currently \$7,807 per acre. Development activities within Pay Zone A require payment of fees to compensate for the loss of habitat. Mitigation measure BIOLOGY-1 requires payment of fees at the time grading permits are sought. Implementation of this mitigation measure reduces this impact to a less than significant level.

#### **MITIGATION MEASURE**

**BIOLOGY-1:** The developer shall obtain coverage under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) through payment of fees pursuant to the Manteca Municipal Code Title 13, Chapter 13.40.

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

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

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

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

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

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

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

**Less than Significant Impact.** There are a few trees on the site; however, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, the impact would be less than significant.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** The project site is located within the SJMSCP area which was adopted by the City on February 5, 2001. The developer will be conditioned to participate in the SJMSCP to ensure that the project is consistent with the provisions outlined in the SJMSCP. No impact will occur.

### 3.5 CULTURAL RESOURCES

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

#### ENVIRONMENTAL SETTING

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

#### REGULATORY FRAMEWORK

##### Federal Laws and Regulations

- Antiquities Act of 1906, National Park Service Act of 1966
- Historic Sites Act of 1935, Section 106 of the National Historic Preservation Act
- Department of Transportation Act of 1966 (Section 4(f))
- Archaeological and Historic Preservation Act of 1974
- American Indian Religious Freedom Act of 1978
- Archaeological Resources Protection Act of 1979
- Native American Graves Protection & Repatriation Act of 1990
- Executive Orders 12898, 11593, 13006, 13007

##### State Laws and Regulations

- California Environmental Quality Act (14 CCR 15064.5, PRC 21083.2, and PRC 21084.1)
- Section 7050.5 of the Health and Safety Code
- Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297)
- SB 447 (Chapter 44, Statutes of 1987)

##### Local Laws and Regulations

- City of Manteca General Plan

#### DISCUSSION

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

**No Impact.** Because there are no known recorded archeological sites within the project area, the project would not result in damage to or destruction of documented cultural resources, there is no impact.

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

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

**MITIGATION MEASURE**

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

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

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

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

**MITIGATION MEASURE**

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

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

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

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

**Less than Significant with Mitigation Incorporated.** No evidence for prehistoric or early historic interments was found at the project site in surface contexts. However, the lack of evidence does not preclude the existence of buried human remains and human remains have been known to exist in the project vicinity. California law recognizes the need to protect historic era and Native American human burials, skeletal remains, and items associated with Native American interments from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Sections 7050.5 and 7052 and California Public Resources Code Section 5097. Implementation of the following mitigation



measure would reduce or eliminate potential cultural resource impacts resulting from inadvertent unearthing, damage, or destruction of unknown buried human remains during excavation activities (i.e., grading, preparation and use of staging areas, excavation, stockpiling) to a less-than-significant level.

**MITIGATION MEASURE**

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

**3.6 GEOLOGY AND SOILS**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
<b>VI. Geology and Soils. Would the project:</b>					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The city is located in the geographic center of California in the San Joaquin Valley with the Sierra Nevada Mountains to the east and the Coast Range to the west. The San Joaquin Valley is a sedimentary basin with almost all of the sediments that fill the valley having eroded from the Sierra Nevada Mountains. The oldest sediments that fill the valley are full of volcanic rock fragments eroded from early volcanoes. Erosion over time stripped the volcanic rocks from the granite rock of the Sierra Nevada and feldspar

and quartz sand washed into the valley. The Sierra Nevada is the main source of drainage into the San Joaquin Valley. Sediments on the valley floor were deposited within the past one to two million years and some within the past few thousand years.

The discussion in this subsection is based, in part, on the Geotechnical Engineering Report Proposed Dolcinea Subdivision, APN 208-210-25, 395 N. Austin Road, Manteca, California (Phase I) completed by Terracon Consultants, Inc. in 2015 for the Dolcinea project area.

**Local Geology:** Based on the regional geologic map of the San Francisco-San Jose Quadrangle, prepared by Wagner and others (1991), the surficial geologic unit underlying the site consists of Pleistocene alluvial fan deposits of the Modesto Formations. Based on site explorations, a relatively thin layer of disturbed materials was found to overlie the alluvial deposits in the site area. Underlying deposits were generally observed to consist of loose to medium dense silty fine to coarse sand. These soils were encountered to the maximum explored depth of approximately 16.5 feet below grade.

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

**Liquefaction:** Liquefaction occurs when saturated fine-grained sands or silts lose their physical strengths during earthquake-induced shaking and behave like a liquid. This is due to loss of point-to-point grain contact and transfer of normal stress to the pore water. Liquefaction potential varies with groundwater level, soil type, material gradation, relative density, and probable intensity and duration of ground shaking. Seismic settlement can occur with or without liquefaction; it results from densification of loose soils. (CTE, Inc. 2013, p. 6).

Groundwater was observed at the site at depths ranging from approximately five to nine feet below grade. However, the site is not located within a known mapped seismic hazard zone for liquefaction or seismic settlement and, based on the low design ground acceleration values, significant liquefaction induced settlement is not generally anticipated at the site. However, based on the anticipated site conditions, some seismic settlement is generally anticipated. (CTE, Inc. 2013, p. 4).

**Compressible and Expansive Soils:** Expansive soils are those that increase in volume when they absorb water and shrink when they dry out, commonly referred to as “shrink-swell” potential. Soil surveys generally rate shrink-swell potential in soils on a low, medium, and high basis. If the shrink-swell potential is rated moderate to high, shrinking and swelling can cause damage to buildings, roads, and other structures. Special design is often needed. Based on geologic observation, laboratory testing, and area mapping, near-surface soil materials, exhibit a very low to low expansion potential. Therefore, expansive site soils are not considered to be a significant concern at the subject site. (CTE, Inc. 2013, p. 8)

## REGULATORY FRAMEWORK

### State Laws and Regulations

- California Seismic Hazards Mapping Act
- Alquist-Priolo Earthquake Fault Zoning Act
- California Building Standards Code (CBSC)
- California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law)

### Local Laws, Regulations, and Policies

- City of Manteca General Plan 2023

## DISCUSSION

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)**

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

project site is unlikely.

**ii) Strong seismic ground shaking?**

**Less-than-Significant Impact.** As discussed under **i)** above, the Dolcinea project area is not located in the vicinity of any active faults or within an Alquist-Priolo Earthquake Fault Zone. However, due to the proximity to other active faults, the Woodward Estates project area could experience ground shaking during a seismic event located elsewhere in the region. Per the City's General Plan Policy SG-I-1, all structures constructed as a result of implementation of the proposed Woodward Estates would be required to comply with the California Building Standards Code (CBSC), including Chapter 33 (Site Work, Demolition and Construction), Appendix Chapter 33 (Excavation and Grading), and Chapter 18 (Soil and Foundations). The CBSC includes special design requirements for building and foundation stress capabilities, masonry and concrete reinforcement, and building spacing to accommodate moderate earthquake shaking. In recent earthquakes, buildings built to modern codes have generally sustained relatively little damage (USGS 2011). Therefore, the CBSC design requirements reduce impacts associated with seismic ground shaking by preparing structures to accommodate moderate earthquake-related ground movement. All new development would also be required to comply with California Health and Safety Code Earthquake Protection Law, which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind (General Plan Policy SG-I-2). Compliance with the CBSC and the California Health and Safety Code Earthquake Protection Law would reduce impacts to future development resulting from seismic ground shaking at the Dolcinea project area to a less than significant level.

**iii) Seismic-related ground failure, including liquefaction?**

**Less Than Significant With Mitigation Incorporated.** As discussed under the Environmental Setting discussion above, potentially liquefiable soils are located beneath the Dolcinea project area. As such, future development of the Dolcinea project area could expose people or structures to adverse effects associated with liquefaction. Construction of the homes of the Dolcinea project would be required to comply with the City's General Plan policies related to geologic and seismic hazards. These policies obligate the City to require that new development mitigate the potential impacts of geologic hazards through building plan review (Policy S-P-2) and mitigate the potential impacts of seismic-induced settlement of uncompacted fill and liquefaction due to the presence of a high water table (Policy S-P-2). To that end, General Plan Policy S-P-1 requires that all proposed development prepare geological reports and/or geological engineering reports for projects located in areas of potentially significant geological hazards, including potential subsidence (collapsible surface soils) due to groundwater extraction.

**MITIGATION MEASURE**

**GEOLOGY-1:** Prior to issuance of any building permits, the developer shall be required to submit building plans to the City of Manteca for review and approval. The building plans shall also comply with all applicable requirements of the most recent California Building Standards Code. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

**iv) Landslides?**

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

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

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

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

**Less Than Significant With Mitigation Incorporated.** The soils that underlie the Dolcinea project area are not considered to be expansive. However, near-surface soils within the project area are relatively loose and consist predominantly of silty to graded sands; therefore, the potential for dynamic settlement as a result of ground shaking is possible. Future development of the proposed homes could be adversely effected by unstable soil conditions. However, mitigation measure **GEOLOGY-1** above requires compliance with the recommendations of the site-specific geotechnical study consistent with the City's General Plan policies intended to lessen the possible exposure of people and structures to geologic hazards such as unstable soils. The geotechnical report includes recommendations, design criteria, and specifications to reduce impacts related to unstable soils. All

development proposed on this site would be required to comply with the CBSC and commonly accepted engineering practices, which require special design and construction methods for dealing with unstable soil behavior. Compliance with recommendations included in the geotechnical report and CBSC would ensure that soils would be capable of supporting the structures resulting from development of the proposed subdivision and would therefore reduce impacts resulting from expansive and unstable soils to a **less than significant** level.

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

**Less Than Significant With Mitigation Incorporated.** See discussion under “c” above.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

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

### 3.7 GREENHOUSE GAS EMISSIONS

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

### ENVIRONMENTAL SETTING

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

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

### REGULATORY FRAMEWORK

State Laws and Regulations:

Beginning in 2002, California has enacted the following acts, executive orders, and administrative practices to address climate change and greenhouse gas emissions.

- Assembly Bill (AB) 1493, codified at Health and Safety Code Sections 42823 and 43018.5
- Senate Bill (SB) 1771 – Greenhouse Gas Emission Reductions: Climate Change, codified at Health and Safety Code Section 42800 et seq. and Public Resources Code Section 25730 et seq.
- Executive Order S-3-05 (2005)

- AB 32, the Global Warming Solutions Act, codified at Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599
- SB 375, codified at Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01 as well as Public Resources Code Sections 21061.3, 21159.28, and Chapter 4.2
- SB 1368, codified at Public Utilities Code Chapter 3
- SB 1771, codified at Health and Safety Code Article 6 and Public Resources Code Chapter 8.5
- SB 527, codified at Health and Safety Code Sections 42400.4, 42801, 42810, 42821–42824, 42840–42843, 42860, 42870, 43021, 42410, 42801.1, 43023
- SB 1078, Public Utilities Code Sections 387, 390.1, 399.25 and Article 16
- Executive Order S-13-08 (2008)
- California Building Standards Code – Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards, established in 1978 in response to a legislative mandate to reduce California’s energy consumption
- Climate Change Scoping Plan – In October of 2008, CARB published its Climate Change Proposed Scoping Plan, which is the State’s plan to achieve GHG reductions in California required by AB 3.

#### Local Laws, Regulations, and Policies

- City of Manteca General Plan 2023, Air Quality Element and Climate Action Plan 2013.

### DISCUSSION

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

**Less Than Significant With Mitigation Incorporated.** The San Joaquin Valley Air Pollution Control District (SJVAPCD) provides guidance for addressing greenhouse gas (GHG) emissions under CEQA. The SJVAPCD guidance regarding evaluating GHG significance states that projects implementing best performance standards (BPS), reducing project-specific GHG emissions by at least 29 percent compared to “business as usual,” consistent with GHG emission reduction targets established in AB 32 Scoping Plan, would be determined to have a less than significant individual and cumulative impact on global climate change. Business as usual is defined as unmitigated emissions (the CARB Scoping Plan identifies the local equivalent of AB 32 targets as a 15 percent reduction below baseline GHG emissions level, with baseline interpreted as GHG emissions levels between 2003 and 2008).

Emissions resulting from implementation of the proposed project have not been quantified and design features that would help to reduce GHG emissions have not yet been developed. Therefore, the project does not include sufficient BPS measures to result in a total estimated GHG emissions point reduction of 29 percent, which unmitigated would result in a potentially significant impact. In order to reduce this potentially significant impact to less than significant levels, the following mitigation measure shall be applied.

#### MITIGATION MEASURE

**GHG-1** Prior to recordation of the Final Map, the project applicant shall provide the City of Manteca Planning Division with a Greenhouse Gas (GHG) Mitigation Plan. The GHG Mitigation Plan shall specify the best performance standards (BPS) to be utilized as well as any other mitigation included to reduce GHG emissions at least 29 percent. Examples of possible BPS and other mitigation that could be included in the GHG Mitigation Plan include, but are not limited to:

- Energy-efficient design provided for homes and buildings, including automated control systems for heating and air conditioning.
- Energy efficiency 10% beyond California Code of Regulations Title 24 (California Building Standards Code) requirements.
- Lighting controls and energy-efficient lighting in buildings.
- Increased insulation beyond Title 24 requirements.
- Light-colored roof materials to reflect heat.
- Carefully selected large-canopy trees (15 gallon) located in front of each home.
- One tree per street frontage for homes located on corner lots to protect buildings from energy-consuming environmental conditions.
- Energy-efficient windows (double-paned or Low-E).
- Energy-efficient lighting, appliances, and heating and cooling systems.
- Provision of low emission emitting or high-efficiency, energy-efficient water heaters.
- Installation of clean-energy features that promote energy self-sufficiency (e.g., photovoltaic cells).
- Installation of programmable thermostats for all heating and cooling systems.

- Awnings or other shading mechanisms for windows.
- Porch, patio, and walkway overhangs.
- Ceiling fans or whole-house fans.
- Passive solar cooling and heating designs (e.g., natural convection and thermal flywheels).
- Daylighting (natural lighting) systems such as skylights, light shelves, and interior transom windows.
- Electrical outlets around the exterior of units to encourage the use of electric landscape maintenance equipment.
- Water conservation measures (e.g., low-flush toilets, low-flow shower heads, and automatic sprinkler controllers).

### 3.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
<b>VIII. Hazards and Hazardous Materials. Would the project:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### ENVIRONMENTAL SETTING

The discussion in this subsection is based, in part, on the Phase I Environmental Site Assessment Report Proposed Dolcinea Subdivision, APN 208-210-25, 395 N. Austin Road, Manteca, California (Phase I) completed by Bovee Environmental Management, Inc. in 2015 for the Dolcinea project area.

#### FIRE PROTECTION AND EMERGENCY RESPONSE SERVICES

The project site is located in the City of Manteca Fire Department (MFD) service area. The MFD provides public fire education, fire prevention, organized and efficient response to fires, first response to hazardous materials incidents, and basic level “first responder” medical response. The closest Fire Department to the project site is Fire station #242 which is approximately 1 mile north on South Union Road. The Manteca Fire Department’s response goal is to maintain an average 5-minute response time for all emergencies. Medically related responses account for slightly over 50% of all requests for service. The Fire Department works very closely with Manteca District Ambulance to deliver pre-hospital emergency care in Manteca. Manteca District Ambulance is a privately owned, nonprofit ambulance company serving 100 square miles in the areas surrounding and including the City of Lathrop and City of Manteca.

## **REGULATORY AGENCY DATABASE REVIEW**

A computerized database search of several Federal State and Local agency lists was conducted for the project site and surrounding area to identify potential hazardous contamination sites. The search identified one site. Gordon Research Co. at 1085 S. Union Rd., within 2 miles of the project site listed in the CA CERCLIS Equivalent database, which tracks sites known or suspected to contain uncontrolled or abandoned hazardous substances. The site is listed with an Active status. The Gordon Research Co. site is again listed in the California Department of Toxic Substances Control’s (DTSC) Hazardous Waste and Substances Site List (also known as the Cortese List). This property is within 2 miles of the project site but is not considered to be an environmental concern to the subject property, (CTE Cal, Inc. in 2013, Appendix A).

## **HAZAROUS SUBSTANCES, PETROLEUM PRODUCTS AND DRUMS**

The entire project site currently has a home with some storage outbuildings and storage for a concrete contractor on it. Historically, the site had been in agricultural production and contained a farmstead. The Phase I environmental site assessment indicated that various buckets and drums of what appeared to be waste motor oil were noted on the site. Although no storage tanks that would constitute evidence of a recognized environmental condition were observed at the time of review, the property owner did note that an aboveground fuel tank was located on the property at one time. Drums were noted around the shop buildings. Some contained what appeared to be waste motor oil.

## **REGULATORY FRAMEWORK**

### Federal Laws and Regulations

- Clean Water Act
- Clean Air Act
- Resource Conservation and Recovery Act
- Comprehensive Environmental Response, Compensation, and Liability Act
- Toxic Substances Control Act
- Federal Hazardous Materials Transportation Law and Hazardous Materials Regulations
- Residential Lead-Based Paint Hazard Reduction Act of 1992 (Title 10)

### State Laws and Regulations

- California Health and Safety Code
- California Code of Regulations
- California Environmental Protection Agency Unified Program
  - Hazardous Waste Generator Program and Hazardous Waste Onsite Treatment activities
  - Aboveground Storage Tank Program Spill Prevention Control and Countermeasure Plan requirements
  - Underground Storage Tank Program
  - Hazardous Materials Release Response Plans and Inventory Program
  - California Accidental Release Prevention Program
  - The Hazardous Materials Management Plans and the Hazardous Materials Inventory Statement requirements
- California Department of Toxic Substances Control Hazardous Waste Management Program
- California Fire and Building Code
- Defensible Space Requirements

### Local Laws, Regulations, and Policies

- County of San Joaquin Certified Unified Program Agency (CUPA)
  - Underground Storage Tank Program
  - Hazardous Waste Program
    - Emergency Response Program
    - Hazardous Waste Generators
    - Hazardous Waste Tiered Permitting
  - Aboveground Petroleum Storage Act

- Business Plan Program
- Land Use/Land Development Program
- Local Oversight Program
- Site Mitigation Program
- Underground Injection Well Control
- City of Manteca Household Hazardous Waste Disposal Program

## DISCUSSION

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

**Less-than-Significant Impact.** Generally speaking, development of the project as 41 homes would not involve the routine transport, use, or disposal of significant amounts of hazardous materials. However, future residents may store and/or use materials classified as household hazardous waste (HHW), including common items such as paints, cleaners, motor oil, pesticides, batteries, lamps, televisions, and computer monitors. The City of Manteca’s Solid Waste Division has a free Household Hazardous Waste Disposal Program that focuses on removing HHW from homes and preventing its release into the environment through landfills, sewer systems, and illegal dumping. The City has year-round drop-off locations for used motor oil, latex paints, antifreeze, and auto batteries; twice-per-year drop-off events for pesticides, oil-based paints, solvents, varnishes, cleaners, and other types of HHW; and e waste drop-off locations by appointment. In addition, state law prohibits the transportation of more than 5 gallons or 50 pounds of hazardous waste without a hazardous materials transportation license. Therefore, it is anticipated that the transport of additional household hazardous waste to and from the project area would be in relatively small amounts and would not result in significant hazards to the public or environment. The City’s HHW Disposal Program, along with state law, would reduce impacts associated with increased generation and transport of HHW as a result of development of the project to a less than significant level.

A limited amount of hazardous materials could be required during future construction of the project area (i.e., motor oils, mastic coatings, propane and butane, pressurized gases, automatic transmission fluid, gasoline and diesel fuels, bottled oxygen and acetylene, lubricating grease, antifreeze, brake fluids, brazing and solder compounds, disinfectants, and hydraulic fluids). Compliance with federal, state, and local hazardous materials regulations and codes would ensure that site-specific impacts associated with the transport, use, or disposal of hazardous materials would be reduced to a less than significant level.

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

**Less-than-Significant Impact.** The Dolcinea project area is not near any major roadways or railway lines that would be expected to be transporting large quantities of potentially hazardous materials. The only aspect of the development of this project site that might have the potential to create a significant hazard involving the release of hazardous materials would be during construction of the subdivision. As discussed in section (a) above, construction activities associated with the proposed project would involve the use of heavy construction equipment which uses small amounts of potentially hazardous materials such as oils, fuels, paint, and other potentially toxic or harmful substances. The developer of the Dolcinea project at the time of initial project development including grading, paving, underground utilities, park improvements, and other “public improvements” will be subject to routine inspections by the City’s Public Works Inspectors. During project development the City’s Fire Marshal and Public Works Inspectors will work with the developer to establish a construction staging area at which any hazardous materials would be handled (i.e. fueling of vehicles, storage of materials, and accumulation of materials for disposal) in accordance with all applicable federal and state laws pertaining to the handling and transport of hazardous materials. Furthermore, when construction of the individual homes begins, the City’s Building and Safety Division Inspectors will perform scheduled routine inspections which requires regular visits to the project site. Because the use of hazardous materials during construction activities would be temporary, the handling and disposal of hazardous materials would be controlled and subject to inspection, and would comply with applicable laws and safety requirements; this impact would be less than significant.

As discussed in section under the environmental settings discussion above, the Phase 1 Environmental study for the Dolcinea project indicated that various buckets and drums of what appeared to be waste motor oil were noted on the site. Although no storage tanks that would constitute evidence of a recognized environmental condition were observed at the time of review, the property owner did note that an aboveground fuel tank was located on the property at one time. Drums were noted around the shop buildings. Some contained what appeared to be waste motor oil. The Phase 1; however, concludes that the assessment has revealed no evidence of recognized environmental conditions in connection with the site. Based on this information this impact would be less than significant.

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

**No Impact.** Currently, there are no existing or proposed daycare/preschools, elementary, middle, or high schools within 0.25 mile



of the Dolcinea project area. Therefore, **no impact** is expected concerning hazardous emissions, materials, or wastes near schools.

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

**No Impact.** As noted in the Environmental Setting discussion above, the Dolcinea project area is not included on a list of hazardous materials sites. Furthermore, the Phase I completed for the project confirmed, based on file reviews and site reconnaissance, that no off-site properties appear to pose a risk to the project area. Therefore, **no impact** would occur.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The closest airport to the project site is the Stockton Metropolitan Airport located approximately 8 miles to the north. Because proposed project site is not located within an airport land use plan or within two miles of a public airport, implementation of the project would not result in any impacts related to airport safety.

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

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

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

**Less than Significant Impact.** The City of Manteca does not have an adopted emergency response plan. However, the Dolcinea Subdivision would be required to comply with the City of Manteca General Plan, which requires that the Planning Commission and City Engineer review proposed residential developments to evaluate the accessibility for police patrols and emergency response (Policy PF-I-23) and residential street patterns to evaluate the accessibility for fire engines and emergency response (Policy PF-I-25). Given that the site design and circulation layout of future development is being reviewed as part of the project review process to ensure adequate emergency access is provided, it is unlikely that the project would impair or physically interfere with emergency response or emergency evacuation. Therefore, impacts would be considered **less than significant**.

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

**Less-than-Significant Impact.** According to the California Department of Forestry's (CDF's) Fire Resource Assessment Program, the project area is not located in a wildland fire hazard zone. In addition, adequate fire protection for the development will be installed as a standard requirement of all new developments in Manteca. Furthermore, each home will be constructed with a residential fire sprinkler system as required by the California Code of Regulations, Title 24. This impact would be less than significant.

### 3.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
<b>IX. Hydrology and Water Quality. Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

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

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

## LOCAL HYDROLOGY AND DRAINAGE PATTERNS

Although no major watercourse lies within the City of Manteca or the Dolcinea project area, the San Joaquin River flows approximately 4 miles to the west of the city. Walthall Slough is a tributary to the river.

The South San Joaquin Irrigation District (SSJID) operates drainage facilities that pass through the City, carrying a portion of the City's drainage. Because of topography, drainage facilities generally follow an east-to-west alignment. Water from the SSJID, along with drainage pumped by the City, flows west into French Camp Canal, which eventually flows into French Camp Slough. The San Joaquin Delta is the ultimate destination of drainage carried by French Camp Slough (City of Manteca 2003a, p. 10-2).

## GROUNDWATER

The City of Manteca draws groundwater from the Eastern San Joaquin County Groundwater Basin (ESJCGB), which is a sub basin of the San Joaquin Valley Groundwater Basin. The groundwater aquifers underlying the city extend to depths in excess of 600 feet and have been identified to include four geologic formations. In increasing depth from the surface, the identified aquifers are Victor Formation, Laguna Formation, Mehrten Formation, and Valley Springs Formation. Due to the alluvial generation of these aquifers, there is significant variation in grain size, with lenses and strata of high yield gravel, permeable sandy material, and lower permeability clays. In general, the strata slope from the hills east of the city downward to the west, providing good recharge from hill runoff as well as from the Stanislaus River. The city's wells primarily withdraw water from the Laguna and Victor formations.

The California Department of Water Resources (DWR) has identified the ESJCGB as a basin in a state of overdraft. The agricultural, municipal, and industrial groundwater extraction in the ESJCGB is estimated at 867,600 acre-feet per year, and the estimated basin overdraft is 150,700 acre-feet per year. In 2004, the Northeastern San Joaquin County Groundwater Banking Authority (GBA) and the San Joaquin County Flood Control and Water Conservation District undertook the development of a groundwater management plan for San Joaquin County, which includes most of the ESJCGB. The plan, titled the Eastern San Joaquin Groundwater Basin Groundwater Management Plan (GBA 2004) discusses the South County Water Supply Project as an integrated conjunctive use program element. On July 25, 2007, the GBA adopted the Eastern San Joaquin Integrated Regional Water Management Plan, which presents a water management strategy and course of action to implement the South County Water Supply Project to manage and restore the groundwater resources in the basin.

The groundwater basin safe yield is estimated at 1.0 acre-feet per acre per year. Historically, the City has extracted groundwater at a rate of approximately 2.4 acre-feet per acre per year, based on the developed city area. Conjunctive use of surface water and groundwater, which has reduced groundwater extraction by the City, is discussed further under the Utilities subsection below.

## FLOODING

The primary flood hazard within the City of Manteca is the San Joaquin River (approximately 4 miles to the west of the city) and its tributaries, notably Walthall Slough (southwest of the city). The proposed Dolcinea project area is not located within the 100-year but is subject to the 500-year floodplain as designated by the Federal Emergency Management Agency (FEMA) (City of Manteca 2003a, p. 10-2).

## DAM INUNDATION

According to dam inundation maps included in the San Joaquin County Office of Emergency Services Dam Failure Plan (2003), the Woodward Estates project area would be flooded by failure of the New Melones Dam, which is located on the Stanislaus River about 60 miles upstream from its confluence with the San Joaquin River and 40 miles east of Stockton. The New Melones Dam has 2.4 million acre-feet of storage capacity, and in the event of failure its flood wave would reach the City of Manteca and the Woodward Estates project area, in approximately eight hours (San Joaquin County Office of Emergency Services 2003).

## REGULATORY FRAMEWORK

### Federal Laws and Regulations

- Clean Water Act
- 303(d) of the Clean Water Act
- National Pollutant Discharge Elimination System (NPDES) Permit Program
  - CVRWQCB Construction General Permit Order 2009-0009-DWQ
  - CVRWQCB General Permit for the Discharge of Storm Water from Small MS4s (WQ Order No. 2003-0005-DWQ)
- Reclamation Safety of Dams Act

### State Laws and Regulations

- Porter-Cologne Water Quality Control Act

### Local Laws, Regulations, and Policies

- San Joaquin County Office of Emergency Services Dam Failure Plan (2003)
- San Joaquin County Multi-Hazard Functional Plan (1994)
- City of Manteca Storm Water Management Program
- City of Manteca General Plan 2023 (2003) The following General Plan policies are relevant to the project:
  - Minimize sedimentation and loss of topsoil from soil erosion. (Resource Conservation, Policy RC-P-11).
  - Minimize pollution of waterways and other surface water bodies from urban runoff. (Resource Conservation, Policy RC-P-12)
  - Protect the quality of Manteca’s groundwater. (Resource Conservation, Policy RC-P-13)

## DISCUSSION

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

**Less than Significant with Mitigation Incorporated.** Development within the Dolcinea project area could result in construction and operational impacts to water quality and discharge standards. During construction of the Dolcinea subdivision, short-term adverse water quality impacts could occur, particularly if project construction occurs during the winter rain season. Soil loosened during grading, spills of fluids or fuels from construction vehicles and equipment or miscellaneous construction materials and debris, if mobilized and transported off-site in overland flow, could degrade groundwater quality. Overland flow could reach the San Joaquin River, the nearest receiving surface water body, via the French Camp Slough.

**Construction Related Water Quality Impacts:** The State Water Resources Control Board (SWRQB) has issued a statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). For the Woodward Estates project area, the Construction General Permit is implemented and enforced by the Regional Water Quality Control Board, Central Valley Region (CVRWQCB). Because the area of ground disturbance for construction of the new facility and construction of staging areas would exceed 1 acre, the proposed project is required to obtain coverage under the Construction General Permit and is subject to the requirements of the statewide NPDES stormwater permit for construction activity. Consequently, the designated construction contractor(s) would be required to prepare a storm water pollution prevention plan (SWPPP) and implement appropriate best management practices (BMPs) to avoid and minimize adverse water quality effects during construction to the extent practicable. Because preparation of a SWPPP is not identified as an element of the project, implementation of the project could degrade water quality. This would be a potentially significant impact.

**Operational Water Quality Impacts:** Urban development often involves the conventional maintenance of yards, using fertilizers, herbicides, pesticides, fungicides, and other chemicals in and around the home that can enter stormwater runoff and degrade water quality. In addition, motor vehicle operation and maintenance introduces oil, antifreeze, and other petroleum-based products, heavy metals such as copper from brake linings, and surfactants from cleaners and waxes into residential stormwater runoff. Pet and animal waste from yards, trails, parks, and stream corridors can enter stormwater runoff as well.

The SWRCB has issued a statewide General Permit for the Discharge of Storm Water from Small MS4s (WQ Order No. 2003-0005-DWQ) to provide National Pollutant Discharge Elimination System (NPDES) permit coverage for smaller municipalities, such as the City of Manteca. The MS4 permits requires the City to address post-construction stormwater runoff from new development and redevelopment projects to the extent allowable under state or local law by requiring both source and treatment control BMPs, which are generally specified in a project-specific stormwater management plan, to be incorporated into development projects. Examples of standard operational BMPs are available in the *New Development and Redevelopment Handbook* (CASQA 2003). The City complies with NPDES permit requirements via implantation of the *City of Manteca Stormwater Management Program* (2003). The Stormwater Management Program consists of the six minimum control measures (MCM) established by SWRCB for Phase II storm water discharges. The six MCMs are addressed in separate section of the Plan that each identify the BMPs necessary for proper storm water management. The BMPs contain specific tasks to meet the objective of that MCM.

The following mitigation would ensure that future development would be required to develop project-specific BMPs consistent with the City’s Stormwater Management Program. Implementation of the following mitigation measure would reduce the potentially significant impact of water quality degradation from project-related construction activities to a less-than-significant level.

## MITIGATION MEASURE

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

### b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level

**(e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

**Impact for which General Plan EIR is Sufficient.** Implementation of the proposed Dolcinea Subdivision would increase the demand for groundwater pumped from the ESJCGB, which is already in a state of overdraft. However, the environmental effects of depleting groundwater supplies as a result of buildout of the City, including the Woodward Estates project area, were programmatically analyzed by the City's General Plan 2023 Draft Environmental Impact Report (2003a). This impact was identified as a less than significant impact given that the City limits groundwater extraction to the safe aquifer yield of 1 acre-foot per acre per year through the use of surface water from the South County Water Supply Project.

The City's 2005 Urban Water Management Plan projected a maximum groundwater extraction of 13,790 acre-feet per year to be reached by 2027 based on projected city growth and the City's Primary Urban Service Area of 13,740 acres and defined in the City's General Plan 2023. The City's 2023 General Plan designates the Dolcinea project area as LDR, which allows for residential densities of up to 8 dwelling units per acre. Therefore, the City's 2023 General Plan anticipated up to 69 housing units and an associated population of 200 persons within the Dolcinea project area. As such, the proposed Dolcinea project would result in approximately 28 fewer housing units and 78 fewer persons within the Dolcinea project area than anticipated by the City's General Plan 2023 and its associated Draft EIR. As such, the City's General Plan and associated Draft EIR contemplated a higher demand for groundwater than is proposed within the Dolcinea project area. Therefore, the proposed Dolcinea Subdivision would result in no further impacts beyond those previously analyzed and found to be less than significant by the General Plan 2023 Draft EIR.

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

**Less-than-Significant Impact.** Future urban development within the Dolcinea project area would alter the existing drainage pattern by increasing impervious surfaces and thus increasing the quantity and quality of surface runoff. Increased surface runoff could increase the potential for localized flooding and/or erosion both on- and off-site if allowed to exit the project area unchecked. In addition, stormwater runoff water could exceed the capacity of stormwater drainage systems and provide an additional source of polluted runoff.

As discussed under above, future development of the project area would be required to prepare and adhere to a SWPPP consistent with the Construction General Permit and BMPs consistent with the NPDES MS4 permit and mitigation measure **HYDROLOGY-1**. These plans would include construction and post-construction BMPs that would reduce the potential for erosion and flooding and would ensure that the quality of discharged water from this development would not be substantially degraded.

Individual development plans in the City are required to provide on-site detention designed to reduce the peak stormwater flow with the target level of service for drainage to provide 10-year storm drainage protection for all development (City of Manteca 2003b, p. 6-10). The Woodward Estates subdivision provides stormwater drainage via a collection system that terminates in a 1.25-acre detention basin located in a neighborhood basin/park at the southwest corner of the project. The basin is designed to drain into the neighboring regional basin, which will end up discharging into South San Joaquin Irrigation District (SSJID) lateral "We 134 dd".

The proposed detention basin would control both the quality and quantity of storm runoff discharge to the City's main drainage system and would ensure that stormwater runoff from the project area would not contribute to localized flooding/erosion and would not exceed the capacity of the storm drain system. Therefore, impacts would be considered **less than significant**.

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

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

**e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

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

**f) Otherwise substantially degrade water quality?**

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

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

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

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

**No Impact.** The project site is located outside of the 100-year floodplain and would not be subject to flooding impacts.

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

**Less-than-Significant Impact.** The proposed project site is not located in an area identified as subject to inundation from catastrophic dam failure. The San Joaquin River, located approximately 4 miles west of the project, is the closest inland water body. The city is protected by a levee system that has not experienced any issues related to structural integrity. As discussed in Environmental Setting above, the project area would be inundated by failure of the New Melones Dam. The New Melones Dam is federally owned by the Bureau of Reclamation (BOR). In the rare event of failure of the New Melones Dam, the San Joaquin County Fire, Law, Medical, and Environmental and Health divisions, in conjunction with the San Joaquin County Office of Emergency Services, would respond to flood-related emergencies. In order to minimize or reduce loss of life, injury, or damage to property, response would include implementation of the Standardized Emergency Management System and protocols in the County’s Multi-Hazard Functional Plan (MHFP) and Dam Failure Plan.

Federal oversight, in combination with the County’s Dam Failure Plan and emergency action protocols, would minimize or eliminate losses in the county, including in the project area, due to such events. Therefore, impacts are considered to be **less than significant**.

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

**No Impact.** The proposed project’s location is not subject to seiche or tsunami, and the topography is relatively level and not subject to mudflow. The nearest body of water is the San Joaquin River, which is protected by a levee system. Therefore, this impact is less than significant.

### 3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
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**X. Land Use and Planning. Would the project:**

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### ENVIRONMENTAL SETTING

The proposed Woodward Estates project area is within the City of Manteca and is therefore subject to the City’s General Plan 2023, adopted in 2003. The project area is currently designated by the City’s General Plan as Low Density Residential (LDR). The LDR land use designation is intended to accommodate low-density residential at densities of 2.1 to 8 dwelling units per acre, at a maximum lot coverage of 60 percent. The City’s General Plan designates land to the north, south, east, and west of the Dolcinea project area as Low Density Residential (LDR).

#### REGULATORY FRAMEWORK

Local Laws, Regulations, and Policies

- City of Manteca General Plan 2023 (2003)

#### DISCUSSION

**a) Physically divide an established community?**

**No Impact.** The proposed Dolcinea project is currently a single-family home with some storage outbuildings and storage for a concrete contractor. The land to the north consists of agricultural row crop, land to the south and west is residential, and land to

the east is residential and agricultural. The project would not be located in an established community because only residential and agricultural land uses are located in the project area. Therefore, the project would not divide an existing community.

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

**No Impact.** The Dolcinea project area is identified in the General Plan for the development of low density residential housing, and the project as proposed is consistent with the General Plan and zoning ordinance, therefore there is no impact.

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

**Less than Significant Impact.** The Dolcinea project area is located within the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) area. This impact is considered **less than significant** as discussed in the Biological Resources subsection 3.4 above.

### 3.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
<b>XI. Mineral Resources. Would the project:</b>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION

**a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

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

**b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

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

### 3.12 NOISE

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

#### ENVIRONMENTAL SETTING

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

#### REGULATORY FRAMEWORK

##### State Laws and Regulations

- California Code of Regulations (CCR) Title 24
- State of California General Plan Guidelines

##### Local Laws, Regulations, and Policies

- City of Manteca General Plan 2023 (2003)

#### DISCUSSION

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

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



near sources of high noise levels.

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

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

**Exposure to Traffic Noise:** The General Plan anticipates traffic volumes along Austin Road between Yosemite Avenue and Louise Avenue to increase throughout the build out of the General Plan. The General Plan Circulation Element DEIR, Table 3.7-2, page 3.7-6, predicts that existing traffic on Austin Road between Louise Avenue and Yosemite Avenue under existing conditions has a noise level of 57.8 dBA Ldn/CNEL at 100-feet from the centerline of Austin Road. Traffic noise levels are calculated at a distance of 100 feet from the near-travel-lane centerline, which is generally representative of the distance to the outdoor activity areas (backyards) located along roadway segments. Lots 1 of the Dolcinea Subdivision will front to Austin Road. This lot is 100 feet deep and 57 feet wide. There will be a 24 foot sidewalk segment between the lot and Austin Road, and the home will be subject to a 10 foot sideyard setback. In other words, the side elevation of the house will be at least 69 feet away from the centerline of Austin Road. Predicted existing exterior noise levels within the outdoor activity areas of these nearest dwellings would not be projected to exceed the City’s maximum allowable exterior noise standard of 65 dBA CNEL/L<sub>dn</sub>. Furthermore, assuming an average exterior-to-interior noise reduction of 25 dBA, which is typical for residential construction, predicted interior background noise levels of the nearest residential dwellings, which are located approximately 69-feet from the centerline of Austin Road, would be approximately 32.8 dBA CNEL/L<sub>dn</sub>. Predicted interior noise levels at these nearest existing residential land uses would not be projected to exceed the City’s applicable interior noise standard of 45 dBA CNEL/L<sub>dn</sub>.

According to the City of Manteca General Plan Circulation Element DEIR, Table 3.7-5, page 3.7-21, predicted increases in future cumulative build-out traffic noise levels on Austin Road between Louise Avenue and Yosemite Avenue will increase from 57.8 dBA to 61.2 dBA under the cumulative preferred project scenario, which remains under the allowed 65 dBA. The proposed Dolcinea Subdivision would not result in a substantial increase in predicted future cumulative traffic noise levels. Given that the proposed project would not result in a substantial increase in either existing or future cumulative traffic noise levels that would also exceed applicable City noise standards, this impact would be considered **less than significant**.

**Exposure to Construction Noise:** The proposed project involves onsite and offsite grading, clearing, and excavation associated with the site preparation phase, installation of underground utilities, paving, etc. Individual equipment noise levels expected to be used during the site preparation phase can range from 79 to 91 dBA at 50 feet, as indicated in the table below. The exact number and type of on-site equipment required for the construction activities is not known at this time, but would be anticipated to include excavators, graders, rollers, dozers, scrapers, loaders, and trucks at any one time. The simultaneous operation of such on-site construction equipment could potentially result in combined intermittent noise levels of approximately 96.7 dBA at 50 feet from the project site. Based on these equipment noise levels and assuming a noise attenuation rate of 6 dBA per doubling of distance from the source to receptor, exterior noise levels at the homes to the east, south and west of the site, could be subject to project construction noise exceeding 80 dBA without noise control. These homes could be subject to increases in noise, which would be particularly noticeable during nighttime hours when the expectation of a quieter environment is greater and is also needed for activities such as sleep. Consequently, the temporary construction noise associated with on-site equipment could potentially expose sensitive receptors to noise levels in excess of the applicable City noise standards, and/or result in a noticeable increase (5 dBA) in ambient noise levels. Because construction activities could exceed City noise standards, this would be considered a

potentially significant impact.

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

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

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

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

**MITIGATION MEASURE**

- NOISE-1:** The following mitigation measures shall be implemented and specified on all construction contracts:
- a. Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Construction activities shall be prohibited on Sundays and federal holidays.
  - b. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and shrouds, in accordance with manufacturers' recommendations.
  - c. Construction equipment staging areas shall be centrally located on the project site or located at the furthest distance possible from nearby residential land uses.
  - d. All motorized construction equipment and vehicles shall be turned off when not in use.

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

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

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

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

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

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

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

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

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

**No Impact.** There are no known private airstrips located in the project vicinity. Therefore, no impacts to people working at a

private airstrip are anticipated to result from implementation of the proposed project.

### 3.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
<b>XIII. Population and Housing. Would the project:</b>					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### ENVIRONMENTAL SETTING

**Population:** The California Department of Finance (DOF) estimates the 2016 population of the City of Manteca to be 73,841. The table below shows the long-term historic population trends for Manteca. Since incorporating in 1918, Manteca has grown every year. The city experienced its highest average annual growth rate between 1950 and 1960 when the population grew at an average annual growth rate of 8.04 percent. The population continued to grow at an average rate between 5 and 6 percent over the following decades (1960 to 1990). The population growth slowed slightly between 1990 and 2000, and then increased again through the 2000s.

**Historical Population Change  
City of Manteca 1920–2010**

Year	Population	Change	Average Annual Growth Rate
1920	1,268	–	–
1930	1,614	328	2.30%
1940	1,981	367	2.07%
1950	3,804	1,823	6.74%
1960	8,242	4,438	8.04%
1970	13,845	5,603	5.32%
1980	24,925	11,080	6.06%
1990	40,773	15,848	5.04%
2000	49,258	8,485	1.91%
2010	66,749	17,491	3.5%

Source: City of Manteca; & DOF

The San Joaquin Council of Governments (SJCOG) produces projections of population and employment for the cities in San Joaquin County, including Manteca. SJCOG’s most recent projections, released in 2004, cover the period from 2005 to 2030. SJCOG projects that Manteca’s population will increase to 108,719 persons by 2030.

**Housing:** As of 2016 the DOF estimates that the City of Manteca contains 25,306 housing units with 1,836 estimated to be vacant which is a vacancy rate of 7.3%. (DOF 2016).

The most recent DOF information also estimates, single-family detached housing units at 19,632 which accounted for the majority of housing in Manteca (77.6 %). Attached housing was estimated as 1,136 units, Multi-Family 2-4 units as 1,068 units, Multi-Family 5+ units as 2,673, and Mobile Homes as 797 units. .

**REGULATORY FRAMEWORK**

Local Laws, Regulations, and Policies

- City of Manteca General Plan 2023 (2003)
- Manteca General Plan Housing Element (2010)

**DISCUSSION**

**a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Impact for which General Plan EIR is Sufficient.** Build out of the Dolcinea Subdivision would result in the construction of 41 new homes. Based on an average household size of 2.98 persons per household, which is consistent with the City’s General Plan 2023 Draft EIR (City of Manteca 2003a, p. 2-13), the proposed Dolcinea Subdivision would create an estimated increase of 122 persons beyond existing conditions. The City’s 2023 General Plan designates the Dolcinea project area as LDR, which allows for residential densities of up to 8 dwelling units per acre. Therefore, the City’s 2023 General Plan anticipated up to 69 housing units and an associated population of 200 persons within the Dolcinea project area. As such, the proposed Dolcinea Subdivision would result in approximately 28 fewer housing units and 78 fewer persons within the Dolcinea project area than anticipated by the City’s General Plan 2023 and its associated Draft EIR.

Given that future population growth associated with the Dolcinea Subdivision would not exceed growth anticipated in the City’s General Plan 2023 and its associated Draft EIR, this impact is consistent with the City’s General Plan. The project would not cause population growth beyond the scope of analysis conducted in the General Plan EIR.

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

**No Impact.** There is one home on the project site which is not substantial, therefore, the impact is less than significant.

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

**No Impact.** There is one home on the project site and the assumed number of people would be 3, therefore, the impact would be less than significant.

**3.14 PUBLIC SERVICES**

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

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

**Fire Protection:** The Manteca Fire Department (MFD) is responsible for the primary provision of fire service and emergency medical response for the City of Manteca and its residents, including the Woodward Estates project area. The MFD responds to fires, medical emergencies, service calls (odor investigation, public assist, alarms sounding, etc.), and other emergencies (vehicle accidents, hazardous materials, false alarms, citizen complaints, etc.). Medically related responses account for slightly over 50 percent of all requests for MFD service. The closest Fire Department to the project site is Fire station #241 which is approximately 1 mile west at 290 S. Powers Avenue.

The MFD is staffed by 42 career personnel, 20 reserve personnel, and a minimum staffing of 3 personnel per engine company. To maintain a standard level of emergency care, all fire personnel are trained and certified Emergency Medical Technician-1 (EMT) and EMT-D. The Manteca Fire Department has adopted an EMT-defibrillation program. This program allows the fire personnel to deliver an electrical shock to victims of cardiac arrest while also doing cardiopulmonary resuscitation. While neither the City of Manteca nor the MFD have a mandated fire service staffing level standard, the MFD identifies that a goal of 1 firefighter per 1,000 population is a very common guideline for much of the United States. The MFD currently has 0.77 firefighters per 1,000 population (MFD 2011). The Occupational Safety and Health Administration states that prior to an initial interior structure fire attack taking place, at least four firefighters must be on scene. The MFD currently averages nine persons on an initial response (three engine companies and one division chief). These forces are then supported by off-duty and reserve firefighters (MFD 2011).

The Manteca Fire Department’s response goal is to maintain an average 5-minute response time for all emergencies. As of January 2008, the MFD had an average response time of 4.59 minutes, with an average response time of 4.89 minutes for structural fires and 4.55 minutes for medical emergencies (City of Manteca 2008, p. 37).

**Police Protection:** Police protection services in the City of Manteca are provided by the Manteca Police Department (MPD), which operates out of its headquarters located at 1001 W. Center Street in Manteca. The MPD has 42 sworn officers, including 1 chief, 1 captain, 9 sergeants, and 31 police officers.

The MPD responds to Priority 1 calls (life-threatening situations) in less than 3 minutes 90 percent of the time. The MPD responds to Priority 2 (not life threatening, but requiring immediate response) and Priority 3 (all other calls received by the police) calls in less than 31 to 71 minutes 90 percent of the time, respectively.

**Schools:** The Manteca Unified School District (MUSD) operates 28 schools serving the communities of Manteca, Lathrop, French Camp, and Weston Ranch, including 20 elementary schools, 7 middle/high schools, and one K through 12th grade school. During the 2010/11 school year, total enrollment in the MUSD was 23,406 students.

The MUSD bases projected student enrollment from new development on an average number of students per dwelling unit, known as student generation rates. Student generation rates for the MUSD are shown in the following table.

**Manteca Unified School District  
Student Generation Rates**

Grade Level	Students per Dwelling Unit
K – 6 <sup>th</sup>	0.396
7 <sup>th</sup> – 8 <sup>th</sup>	0.111
9 <sup>th</sup> – 12 <sup>th</sup>	0.194
<b>Total</b>	<b>0.701</b>

The MUSD currently imposes developer fees equal to \$2.96 per square foot of residential development and \$0.47 per square foot of commercial or industrial development.

**REGULATORY FRAMEWORK**

State Laws, Regulations, and Policies

- Leroy F. Greene School Facilities Act of 1998 (SB 50)
- Government Code Section 65996

Local Laws, Regulations, and Policies

- City of Manteca General Plan 2023 (2003)

**DISCUSSION**

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

**protection? Police protection? Schools? Parks? Other public facilities?**

**Less Than Significant Impact.** The proposed Dolcinea project will construct 41 new single family residential homes with the City’s General Plan. Buildout of this project would increase demand for public services and associated facilities provided by the MFD and MPD. In addition, the project would generate approximately 29 students that would need to be absorbed by the MUSD.

**Dolcinea Subdivision Student Generation**

Grade Level	Students Per Dwelling Unit	Students Generated by Proposed Project
K – 6 <sup>th</sup>	0.396	16
7 <sup>th</sup> – 8 <sup>th</sup>	0.111	5
9 <sup>th</sup> – 12 <sup>th</sup>	0.194	8
	<b>Total</b>	<b>29</b>

The environmental effects of construction and operation of facilities associated with the provision of public services within the City were programmatically analyzed by the City’s General Plan 2023 Draft Environmental Impact Report (2003). The provision of additional public services (police protection, fire protection, schools, and parks) and associated facilities to the City of Manteca, including the project area, was identified as a less than significant impact with the implementation of General Plan Policies PF-P-39 through PF-P-41 and PF-I-22. As discussed under the Population and Housing subsection, the City’s General Plan 2023 designates the Dolcinea project as Low Density Residential (LDR), which would allow for approximately 69 housing units and an associated population of 200. As such, the City’s General Plan and associated Draft EIR contemplated the provision of public services at a higher density than is currently proposed. Therefore, impacts associated with providing public services to the project area would not exceed impacts anticipated and addressed in the General Plan DEIR, and the proposed project would result in no further impacts beyond those previously analyzed by the General Plan 2023 Draft EIR.

At the time the Dolcinea project develops it will be required to pay development impact fees related to fire and police protection, and other public services which would be applied toward the future construction of new fire and police facilities. Future development would also be required to pay the current MUSD developer fees of \$2.96 per square foot of residential development, which is considered to be “full and complete mitigation of the impacts...on the provision of adequate school facilities” per California Government Code Section 65995(h).

The proposed would not accommodate potential future development or result in public service impacts beyond what has already been analyzed in the City’s General Plan 2023 and associated Draft EIR. Therefore, impacts associated with an increased demand for public services as a result of the Dolcinea project would be **less than significant**.

**3.15 RECREATION**

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

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

**ENVIRONMENTAL SETTING**

Park and recreation facilities within the City are provided by the City of Manteca Parks and Recreation Department (PRD). The PRD plans, acquires, develops, and maintains parks, recreational, cultural, and educational facilities in the City. The City of Manteca currently includes 58 park/recreational facilities distributed throughout the city, including neighborhood and community parks, the Tidewater Bikeway (3.4-mile Class 1 bike path), the Spreckels Recreation Park/BMX Park (sports field and BMX track), the Big League Dreams (BLD) Sports Park, and the Manteca Park Golf Course (18-hole course, driving range, snack bar, banquet facilities). The PRD also offers a variety of recreational services, such as aquatics/swim lessons, youth, teen,

and adult classes, recreational sports, and senior activities.

The City has a service standard of 5 acres of parkland per 1,000 residents (General Plan 2023 Policy PF-P-49). In addition, all new residential development is required to pay a park acquisition and improvement fee, based on providing 5 acres per 1,000 residents, to fund system wide park and recreation improvements (General Plan 2023 Policy PF-P-53). All of the park acquisition and improvement fees are used for the acquisition, improvement, and expansion of public parks and playgrounds for recreation purposes.

## REGULATORY FRAMEWORK

State Laws, Regulations, and Policies

- Quimby Act

Local Laws, Regulations, and Policies

- City of Manteca General Plan 2023 (2003)
- City of Manteca Municipal Code (Title 3, Chapter 3.20, Park Acquisition and Improvement Fees)

## DISCUSSION

### a) **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less Than Significant Impact.** The Dolcinea Subdivision is a 41-lot low-density residential subdivision on 8.62 acres including a 2 park/basins (0.55 and 0.58 acres) and a landscape lot (0.17 acres), along with a small public utility lot.

It is anticipated that buildout of the project would result in an additional 122 persons that would increase demand for park and recreational facilities. As noted, the project includes 1.3 acres of parkland to serve future residents. Based on the City's parkland standard of 5 acres per every 1,000 residents, the proposed project would require 0.6 acres of parkland ( $122 \text{ residents} / 1,000 = 0.12$ ;  $0.12 \times 5 \text{ acres} = 0.6 \text{ acres}$ ). The proposed project would be required to pay Park Acquisition and Improvement Fees per Title 3, Chapter 3.20, Section 3.20.060 of the City of Manteca Municipal Code. These fees are used for the acquisition, improvement, and expansion of public parks and playgrounds for recreation purposes. Given that the proposed project would provide on-site recreational opportunities and would contribute to the acquisition, improvement, and expansion of citywide parks, the project would not be expected to increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, this impact is considered to be less than significant.

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

**Less Than Significant Impact.** As discussed above, the proposed project includes 1.3 acres of parkland to serve future residents. As discussed in the Public Services subsection, the environmental effects of construction and operation of facilities associated with the provision of public services within the City (including parks) were programmatically analyzed by the City's General Plan 2023 Draft Environmental Impact Report and found to be less than significant with the implementation of General Plan Policies PF-P-39 through PF-P-41 and PF-I-22. As the City's General Plan 2023 and associated Draft EIR contemplated the provision of park and recreation services to more intense uses and higher density than is currently proposed within the project area, impacts associated with providing public services to the project area would not exceed impacts anticipated and addressed in the General Plan EIR. Additionally, the construction or expansion of recreational facilities associated with the project is not expected to have an adverse physical effect on the environment and impacts would be considered less than significant.

### 3.16 TRANSPORTATION/TRAFFIC

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

#### ENVIRONMENTAL SETTING

There are no existing improved on-site public or private roadways within the project area as the area currently and historically has been utilized for agricultural purposes. Primary access to the 41-lots of the Dolcinea Subdivision will from Austin Road which makes up the entire eastern 239-foot boundary of the project site and the main access to the lots as the main entry to the project site is from Austin Road.

Regional access to the project area is provided by SR 99 and local access is provided by Yosemite Avenue and Louise Avenue. SR 99 provides north-south access through the eastern portions of Manteca. Yosemite Avenue and Louise Avenue provide east-west access and intersect with SR 99.

**Yosemite Avenue** is located south of the Dolcinea project area and is a four-lane east-west arterial street through Manteca, although two-lanes are provided through Downtown Manteca. On the western end, Yosemite terminates at an interchange with SR120. Sidewalks are provided throughout much city; however, there are gaps in between Vasconcellos Avenue and Austin Road in the east and between Winters Drive and the city of Lathrop to the east.

**Louise Avenue** is located north of the Dolcinea project area and is a four-lane east-west arterial through Manteca. It begins at Ripon Road in the east and extends through Manteca and the City of Lathrop, terminating at Golden Valley Parkway, west of I-5. Sidewalks are provided between SR 99 and Airport Way.

**Austin Road** is located east of the Dolcinea project area and is a two-lane north-south roadway that extends approximately 15 miles from Mariposa Road, located to the southeast of Stockton, south of Casswell State Park on the Stanislaus River. The vast majority of the roadway is rural in character with no bicycle or pedestrian facilities.

**SR 99** is a north-south state route that stretches from SR 36 near Red Bluff to Interstate (I-5) near Wheeler Ridge, stretching almost the entire length of the Central Valley. In the Manteca area, SR 99 consists of a three-lane freeway section between SR 120 and the Lathrop Road exit.



**Local public transit** service in the vicinity of the proposed Dolcinea project area is provided by Manteca Transit. Manteca Transit operates Monday through Friday between 6:00 a.m. and 7:00 p.m. on three fixed routes. The fixed routes are supplemented by a dial-a-ride service available on Saturdays. Routes 2 & 3 provides the closest stop to the project area which is on Atherton Drive east of Union Road at the Promenade Shops shopping center approximately ½ mile to the northeast. Commuter bus service is provided by the San Joaquin Regional Transit District. The district provides both fixed-route service and dial-a-ride service to Stockton, Modesto, and Livermore, while the Altamont Commuter Express provides commuter rail service to San Jose.

**Pedestrian and Bicycle Circulation:** The City of Manteca has a substantial number of existing and proposed bicycle facilities throughout the city. Austin Road is proposed to be improved to a Class II bike lane stretching north-south throughout the City. The proposed bike lanes on Louise Avenue and Yosemite Avenue will provide connection to a Class I bicycle and pedestrian pathway allowing bike and pedestrian access throughout the City. Pedestrian facilities in the form of sidewalks, crosswalks, and pedestrian signals are present in most of the urbanized areas of the City of Manteca; however, in the immediate vicinity of the project there are no sidewalks along Austin Road.

## REGULATORY FRAMEWORK

### Local Laws, Regulations, and Policies

- San Joaquin County Regional Transportation Plan
- San Joaquin County Congestion Management Program
- San Joaquin County Regional Traffic Impact Fee (RTIF)
- Manteca General Plan Circulation Element 2023
- City of Manteca Transportation Impact Analysis Guidelines.
- City of Manteca Bicycle Master Plan
- City of Manteca Public Facilities Implementation Plan

## DISCUSSION

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

**Less than significant with mitigation incorporated.** Level of service (LOS) analysis provides a basis for describing existing traffic conditions and for evaluating the significance of project traffic impacts. Level of service measures the quality of traffic flow and is represented by letter designations from A to F, with LOS A referring to the best conditions and F representing the worst conditions. LOS at traffic facilities in the vicinity of the proposed Dolcinea project area was calculated by Fehr & Peers Transportation Consultants as part of the City’s General Plan Circulation Element Update process and associated Environmental Impact Report adopted and Certified in 2011.

A traffic impact is considered significant if the project renders an unacceptable LOS at an intersection, road segment, or state facility, or if it worsens an already unacceptable condition.

According to the City of Manteca’s General Plan 2023, the City targets a citywide average of LOS D or better and a minimum of LOS E at any individual intersection. The “D average, E minimum” is accomplished by attempting to provide LOS D at all intersections but accepts LOS E under the following conditions:

- Where constructing facilities with enough capacity to provide LOS D is found to be unreasonably expensive. This applies to facilities, for example, on which it would cost significantly more per dwelling unit equivalent (DUE) to provide LOS D than is deemed reasonable by City staff.
- Where it is difficult or impossible to maintain LOS D because surrounding facilities in other jurisdictions operate at LOS E or worse.
- Where maintaining LOS D will be a disincentive to use of existing alternative modes or to the implementation of new transportation modes that would reduce vehicle travel. Examples include roadway or intersection widening in areas with substantial pedestrian activity or near major transit centers.

LOS D is used as the threshold on state highway facilities.

The General Plan Circulation Element anticipates traffic volumes along Austin Road between Yosemite Avenue and Louise Avenue to increase throughout the build out of the General Plan. The General Plan Circulation Element EIR establishes existing average daily traffic volumes on Austin Road between Louise Avenue and Yosemite Avenue to be 6,800 trips at a LOS of C or better, and illustrates the existing LOS at the intersection of SR 99 and Yosemite Avenue to be C or better during the AM peak hours and E or better during the PM peak hours. Estimated existing AM and PM peak hour trips at the intersection of SR 99 and Yosemite Avenue as illustrated below.

Furthermore, the General Plan Circulation Element EIR establishes average daily traffic volumes on Austin Road between Louise Avenue and Yosemite Avenue at cumulative conditions to be 7,000 trips at a LOS of C or better, and illustrates the existing LOS at the intersection of SR 99 and Yosemite Avenue to continue to be C or better during the AM peak hours and D or better during the PM peak hours. Estimated cumulative AM and PM peak hour trips at the intersection of SR 99 and Yosemite Avenue as illustrated below. It is important to note that the cumulative numbers are based on the improvement of each of the facilities to the levels identified in the General Plan Circulation Element.

-Please review Figure 3.8-16 of the Circulation Element, Peak Hour Traffic Volumes and Lane Configurations-Cumulative Conditions with Circulation Element Update. Configurations 19 and 20 show existing intersection volumes.

-Please review Figure 3.8-18 of the Circulation Element, Peak Hour Traffic Volumes and Lane Configurations-Cumulative Conditions with Alternative investment Strategy. Configurations 19 and 20 show cumulative intersection volumes.

The Dolcinea project is a 41-lot single family residential subdivision that will create additional trips that will contribute to existing traffic congestion on local roadways and the nearby SR 99. Using standard trip generation rates for single family residential development of 9.57 daily trips and 0.75 AM peak hour and 1.01 PM peak hour rates, the project would generate approximately 392 daily trips, 31 AM peak hour trips, and 41 PM peak hour trips. As discussed several times above, the General Plan designates the project area as LDR, Low Density Residential which anticipates development potential at a maximum density of 8 dwelling units per acre. Development of the project area as the General Plan estimated 8 dwelling units per acre would have resulted in 69 dwelling units which would have been an additional 660 daily trips, 52 AM peak, and 70 PM peak or what amounts to 41% more traffic.

Project construction would result in short-term construction traffic increases on local roadways. Construction activities would include hauling equipment and materials to and from the project site, construction employee commute trips to and from the project site, and hauling equipment and materials on-site. Construction activities associated with the project are anticipated to take place over approximately 6 months to 1 year. Given that the project construction is limited to a 8.62 acre project site, no disruptions (i.e. road closures or detours) on existing roadways are anticipated.

Given that the project is proposed to develop at a density less than 8 dwelling units per acre, that the General Plan Circulation Element EIR has determined the necessary roadway improvements, and that the Circulation Element EIR has determined that the necessary improvements will maintain a LOS of C or better at General Plan build out, payment of transportation impact fees as listed in the City's Public Facilities Implementation Plan will reduce any cumulative traffic related impacts of this project to **less than significant**.

## MITIGATION MEASURE

**TRAFFIC-1:** The developer of this project shall pay the current PFIP fee in place at time of building permit approval.

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

**Less Than Significant Impact.** Regional roadways in San Joaquin County are monitored as part of the Regional Congestion Management Program implemented by the San Joaquin Council of Governments (SJCOG). The 2007 renewal of the Measure K ordinance stipulates a review of all development applications for residential, commercial, retail, and industrial development in San Joaquin County generating 125 or more peak hour trips, which does not include the proposed Woodward Estates project. Potential impacts described under section a) above indicate that all transportation facilities affected by the proposed project are expected to operate at acceptable LOS with mitigation measure TRAFFIC-1, which is simply payment of the transportation PFIP fee. Facilities in the project vicinity will meet Regional Congestion Management Program standards and a less than significant impact would occur.

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

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

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

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

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

**Less Than Significant Impact.** Future development under the proposed Dolcinea project would be constructed consistent with City standards, including requirements for adequate emergency access. Depending on the timing of adjacent project development that would provide alternate subdivision access, the Dolcinea project will have or will be conditioned to have at least two separate entries. Therefore, impacts would be considered less than significant.

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

**Less Than Significant Impact.** A goal of the project circulation plan is to provide safe and efficient movement of cyclists and pedestrians within the project area. All streets within the project area are designed with sidewalks on both sides of the street. A Class II bikeway is planned for Austin Road which will eventually connect to adjacent projects to the east and west as they develop. This will eventually allow an alternative bike and pedestrian way as an alternative to the major collectors and arterials.

Local public transit service in the vicinity of the project is provided by Manteca Transit. Manteca Transit operates Monday through Friday between 6:00 a.m. and 7:00 p.m. on three fixed routes. The fixed routes are supplemented by a dial-a-ride service available on Saturdays. Route 1 operates along Yosemite Avenue between west and east Manteca. The closest stop to the project is at Yosemite Avenue and Pestana Avneue. Future public transit stops will be predicated on the City of Manteca and its desire to increase the level of service. Bus turnouts will be designed and provided as requested by the City consistent with Public Works Standard ST-38. This impact is less than significant.

### 3.17 UTILITIES AND SERVICE SYSTEMS

**ENVIRONMENTAL ISSUES**

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

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

**Water Service:** Within the city, domestic water is currently provided by the City of Manteca Water Division via a network of wells and transmission lines which draw groundwater and distribute it throughout the city. The City also provides treated surface water via the South County Surface Water Supply Project (SCSWSP), a joint project with the SSJID, the City of Lathrop, the City of Tracy, and the City of Escalon.

In addition to the groundwater supplies discussed under the Hydrology and Water Quality subsection, the City of Manteca, along with the cities of Escalon, Lathrop, and Tracy, contract with the South San Joaquin Irrigation District for treated surface water. The contract, started in 1995, entitles the City to 11,500 acre-feet of surface water per year in Phase 1 and 18,500 acre-feet of surface water in Phase 2. The water treatment plant and transmission line were completed in 2005, and surface water deliveries to the cities began in July of 2005.

The City's 2005 Urban Water Management Plan includes reclaimed water in future water planning. Reclaimed water requires construction of tertiary filters and disinfection facilities to meet Title 22 Reclamation Criteria, as well as a reclaimed water distribution system. Recent National Pollutant Discharge Elimination System (NPDES) disposal and treatment requirements required the construction of tertiary filters and disinfection facilities. The treatment requirements make the use of reclaimed water for landscape irrigation feasible in some areas of the city, but use is limited due to the lack of a reclaimed water distribution system. At present, reclaimed water is available for construction sites and is planned for irrigation of the Big League Dream sports complex. Additional landscape irrigation with reclaimed water is anticipated in the future and is projected reach 2,300 acre-feet per year by 2030. The use of reclaimed water for landscape irrigation will reduce the city's water demand and help extend the available water supply.

**Wastewater Treatment and Collection/Conveyance:** The City of Manteca Public Works Department, Sewer Division provides wastewater collection and treatment services to the City of Manteca, as well as wastewater treatment to the City of Lathrop and Raymus Village in San Joaquin County. The City of Manteca Wastewater Treatment Plant (WWTP) currently treats approximately 6.5 million gallons per day (mgd) of wastewater and currently operates under Regional Water Quality Control Board Central Valley Region (CVRWQCB) Order No. R5-2009-0095, NPDES No. CA0081558, Waste Discharge Requirements For City Of Manteca And Dutra Farms, Inc. City of Manteca Wastewater Quality Control Facility San Joaquin County (City of Manteca 2011). The WWTP is permitted to discharge 9.87 mgd (CVRWQCB 2009).

The WWTP is divided into two parallel treatment systems, the north and south treatment systems. Primary treatment consists of mechanical screening, aerated grit removal, and primary sedimentation. Secondary treatment consists of conventional activated sludge, including nitrification-denitrification, followed by secondary sedimentation. Undisinfected secondary effluent is mixed with food processing waste and applied to agricultural fields. Excess secondary effluent undergoes tertiary treatment, and disinfected tertiary-level treated effluent is discharged from Discharge Point No. 001 to the San Joaquin River. The City also provides disinfected tertiary-level treated effluent for reuse for construction purposes (e.g., dust control) (CVRWQCB 2009).

**Solid Waste:** The City of Manteca provides solid waste services within its boundaries. Solid waste generated in the city is taken to a variety of landfills where the majority of the 11 landfills serving the city have over 60 percent remaining capacity (CalRecycle 2011).

## REGULATORY FRAMEWORK

### State Laws, Regulations, and Policies

- Porter-Cologne Water Quality Act
- Waste Discharge Requirements Program
- California Integrated Waste Management Act/AB 939 (Public Resources Code, Sections 42900--42927)

### Local Laws, Regulations, and Policies

- CVRWQCB Order No. R5-2009-0095, NPDES No. CA0081558
- City of Manteca General Plan 2023 (2003)

## DISCUSSION

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?**

**Less Than Significant Impact.** Development of the Dolcinea Subdivision would result in an additional 41 housing units,

and an estimated 122 persons. This project will provide a small increase in the demand for wastewater services provided by the City of Manteca. Cumulative increases in demand for wastewater service can result in the exceedance of the WWTP's wastewater treatment requirements, as well as the need for new wastewater treatment and collection/conveyance facilities or expansion of existing facilities. As stated in the Environmental Setting discussion above, the City of Manteca WWTP currently treats approximately 6.5 mgd and is permitted to discharge 9.87 mgd (CVRWQCB Order No. R5-2009-0095, NPDES No. CA0081558), meaning that the WWTP is currently operating at approximately 66 percent of capacity and thus has approximately 34 percent capacity available.

The City of Manteca Municipal Code, Title 18, Chapter 18.04, Revised Community Growth Management Program, requires that any project seeking sewer capacity obtain a project allocation from the City after approval of the project and prior to the issuance of building permits. The project allocation process involves the sewer allocation system, which determines the amount of sewage capacity available to each type of development, and the point rating system, which establishes a mechanism by which to evaluate specific development project proposals competing for the available sewage capacity. This system is designed to fairly and equitably allocate available sewer capacity among competing residential, commercial, industrial, and other development projects based on the goals and policies of the City's General Plan and growth program. Compliance with these requirements would ensure that no development permits would be issued to future development under the proposed project unless the City's WWTP had adequate wastewater treatment capacity to serve the development. These requirements would also ensure that the City's permitted wastewater treatment requirements would not be exceeded.

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

**Less-than-Significant Impact.** Construction of the proposed Dolcinea Subdivision would result in additional impervious surfaces in the project area. New storm water retention basin will be constructed as part of this project to handle storm water. The storm water retention basin has the capacity to retain storm water in compliance with City of Manteca requirements. Construction of the stormwater basin will take place during grading of the subdivision and will be operational prior to the development of any homes. This new drainage basin is technically a new stormwater drainage facility that provides additional storm drainage capacity for the existing storm drainage system. However, the storm drainage basin will be constructed per City of Manteca development standards and any discharge of storm water will be controlled/monitored/metered under the strict requirements of the SSJID. The construction of the drainage basin itself is a less than significant impact.

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

**Less-than-Significant Impact.** Construction of the Dolcinea project will require the installation of new water lines within the project area to serve the individual homes. There is an existing water main within the Austin Road right of way at the east boundary of the project area that will serve the water demand of this project. The project will be required to provide two points of connection to this existing water main to provide for "looped" water system. Therefore the impact of the Woodward Estates project on water supply is less than significant.

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

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

**Less Than Significant Impact.** Future development of the project area as 41 single family homes would increase the demand for solid waste services and landfill capacity. Solid waste generated by these homes would be taken to one of the 11 landfills listed the City is currently utilizing. As stated above, the majority of those landfills have over 60 percent remaining capacity. Therefore, it is anticipated that future development under the Woodward Estates project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

In addition, the environmental effects of increased demand for solid waste services beyond the capacity of current landfill facilities associated with buildout of the City, including the Woodward Estates project area, were programmatically analyzed by the City's General Plan 2023 Draft Environmental Impact Report (2003a). This impact was identified as a less than significant impact with the implementation of General Plan Policies PF-11, PF-12, and PF-P-30. As discussed in the Population and Housing subsection, the City's General Plan 2023 designates the project area for low density residential development, which would allow for more housing units than proposed. As such, the City's General Plan 2023 and associated Draft EIR contemplated increased demand for landfill capacity and solid waste services for a greater density than is currently proposed. Therefore, the proposed Dolcinea project would result in no further impacts beyond those previously analyzed and found to be less than significant by the General Plan 2023 Draft EIR.

### **3.18 MANDATORY FINDINGS OF SIGNIFICANCE**

ENVIRONMENTAL ISSUES

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Authority: Public Resources Code Sections 21083 and 21087.  
 Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337.

## DISCUSSION

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

**Less than Significant Impact.** The reader is directed to section 4.4 of this IS/MND for a detailed discussion on potential project impacts to biological resources. The reader is also referred to section 4.5 for a detailed discussion of potential project impacts on cultural and historical resources. Based on evaluations and discussions contained in this Initial Study/Mitigated Negative Declaration, the proposed Dolcinea Subdivision project has a very limited potential to incrementally degrade the quality of the environment. As a result, the proposed Dolcinea Subdivision project would not significantly affect the environment.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

**Less-than-Significant Impact with Mitigation.** The proposed Dolcinea Subdivision project would have impacts that are individually limited to a less than significant level with mitigation measures but that are not cumulatively considerable. No cumulative environmental impacts have been identified in association with the proposed Dolcinea project that cannot be mitigated to a less than significant impact level. Given that the Dolcinea project’s impacts are less than significant with mitigation measures identified, cumulative impacts are also not foreseen to be significant.

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

**Less than Significant Impact with Mitigation.** As determined in the various sections of this Initial Study/Mitigated Negative Declaration, with implementation of the mitigation measures provided, the proposed Dolcinea project would not result in any significant environmental effects and would adversely affect human beings, either directly or indirectly. Therefore, with mitigation, this impact is considered to be less than significant with mitigation incorporated.