Initial Study and Negative Declaration
Manteca General Plan Air Quality Element Update
Manteca, California

Prepared for:

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SECTION 1: INTRODUCTION

1.1 - Purpose

The City of Manteca (City) Climate Action Plan (CAP) is a policy document intended to provide policy direction and to identify strategies the City can take to reduce greenhouse gas emissions consistent with Assembly Bill (AB) 32—the Global Warming Solutions Act of 2006, and Executive Order S-3-05. AB 32 requires California to reduce statewide greenhouse gas emissions to 1990 levels by the year 2020. This CAP is designed to reduce community-related and city operations-related greenhouse gas (GHG) emissions to a degree that would not hinder or delay implementation of AB 32 Pursuant to the California Environmental Quality Act (CEQA).

The City has prepared this Initial Study (IS) and Negative Declaration (ND) to assess the environmental effects of implementing the CAP. The IS and ND are compiled herein into a single document referred to as the IS/ND. This IS/ND is intended to assess the potential environmental impacts associated with the short-term construction and long-term operation of the proposed project. This IS/ND has been prepared in accordance with the CEQA of 1970 (Public Resources Code, Section 21000, et seq.), the Guidelines for Implementation of the California Environmental Quality Act published by the Resources Agency of the State of California (California Administrative Regulations Section 15000, et seq.), and the City of Manteca CEQA Guidelines. This IS/ND does not set forth city policy about the desirability of the proposed project; rather, it is an informational document to be used by decision-makers, public agencies, and the general public. This IS/ND was prepared by First Carbon Solutions | Michael Brandman Associates (FSC-MBA), a private environmental consulting firm. As mandated by the CEQA Guidelines, this IS/ND reflects the independent judgment of the City regarding the proposed project (CEQA Guidelines Section 15084(e)). Following a 30-day period for circulation and public review, the Agency will consider all comments prior to any decision on the proposed project.

1.2 - Project Location

The City of Manteca is located in northern San Joaquin Valley and San Joaquin County. The San Joaquin Valley is the southern section of the Great Central Valley of California; the Sacramento Valley is the northern section. The Great Central Valley is a sedimentary basin, with the Coast Range to the west and the Sierra Nevada to the east. Drainage into the San Joaquin Valley is mainly from the Sierra Nevada. The CAP Study Area coincides with the General Plan Study Area, which encompasses approximately 25,975 acres within and outside of the existing City limits.

The Regional Location Map and IS/ND Study Area is shown in Exhibit 1 and Exhibit 2.

1.3 - Project Description

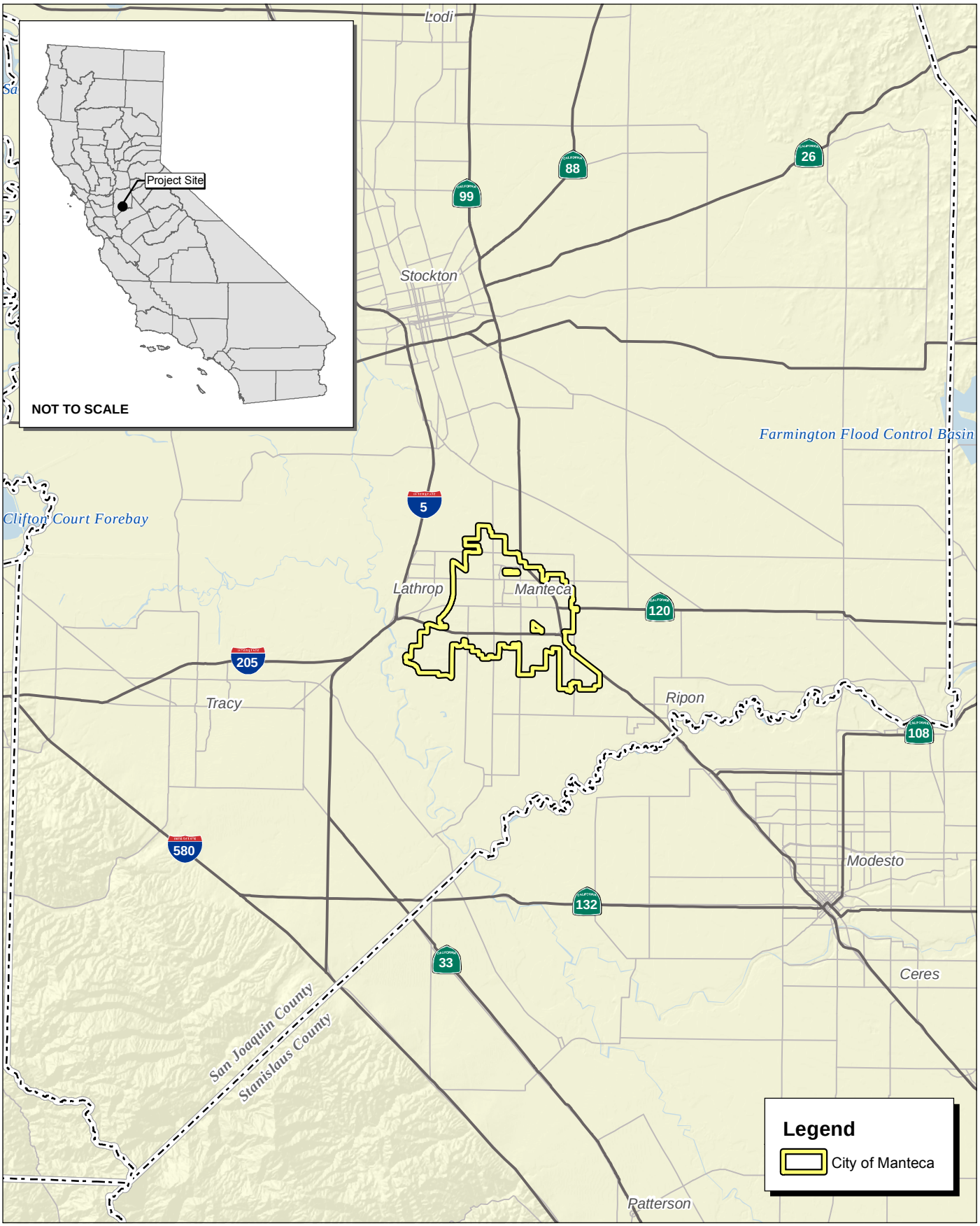
The purpose of the CAP is to:

- Outline a course of action for the City government and the community of Manteca to reduce per capita greenhouse gas emissions by amounts required to show consistency with AB 32 goals for the year 2020 and adapt to effects of climate change.
- Provide clear guidance to City staff regarding when and how to implement key provisions of the CAP.
- Provide a streamlined mechanism for projects that are consistent with the CAP to demonstrate that they would not contribute significant greenhouse gas impacts.

The CAP identifies policies within the City of Manteca General Plan that would decrease the City's emissions of greenhouse gases. The CAP also provides Implementation Strategies that add more details and specific actions to the General Plan policies and describes how the reductions would occur. Other strategies independent of the General Plan that apply to government facilities and existing development provide additional reductions. The CAP demonstrates that the implementation of General Plan policies and CAP strategies would reduce emissions to the reduction target. The CAP includes strategies in the following general categories:

- Land use: higher-density, mixed-use, transit-oriented, pedestrian-oriented, and compact development
- Transportation: transit facilities, pedestrian connections, bicycle infrastructure, traffic calming, use of low emission vehicles, transportation demand management, end-of-trip facilities, and parking measures
- Energy conservation
- Water conservation
- Waste reduction and recycling
- Regional cooperation

The strategies listed above will be implemented as new projects are built in compliance with General Plan policies, development standards, conditions of approval, and CEQA mitigation measures. Existing residences and businesses will be subject to statewide greenhouse gas regulations and to existing and new citywide and regional educational and incentive programs for energy and water conservation, and waste reduction and recycling. Construction of transportation infrastructure supportive of walking, bicycling, and transit use will be accomplished not only in new development areas but also in existing areas when facilities are upgraded or rebuilt.



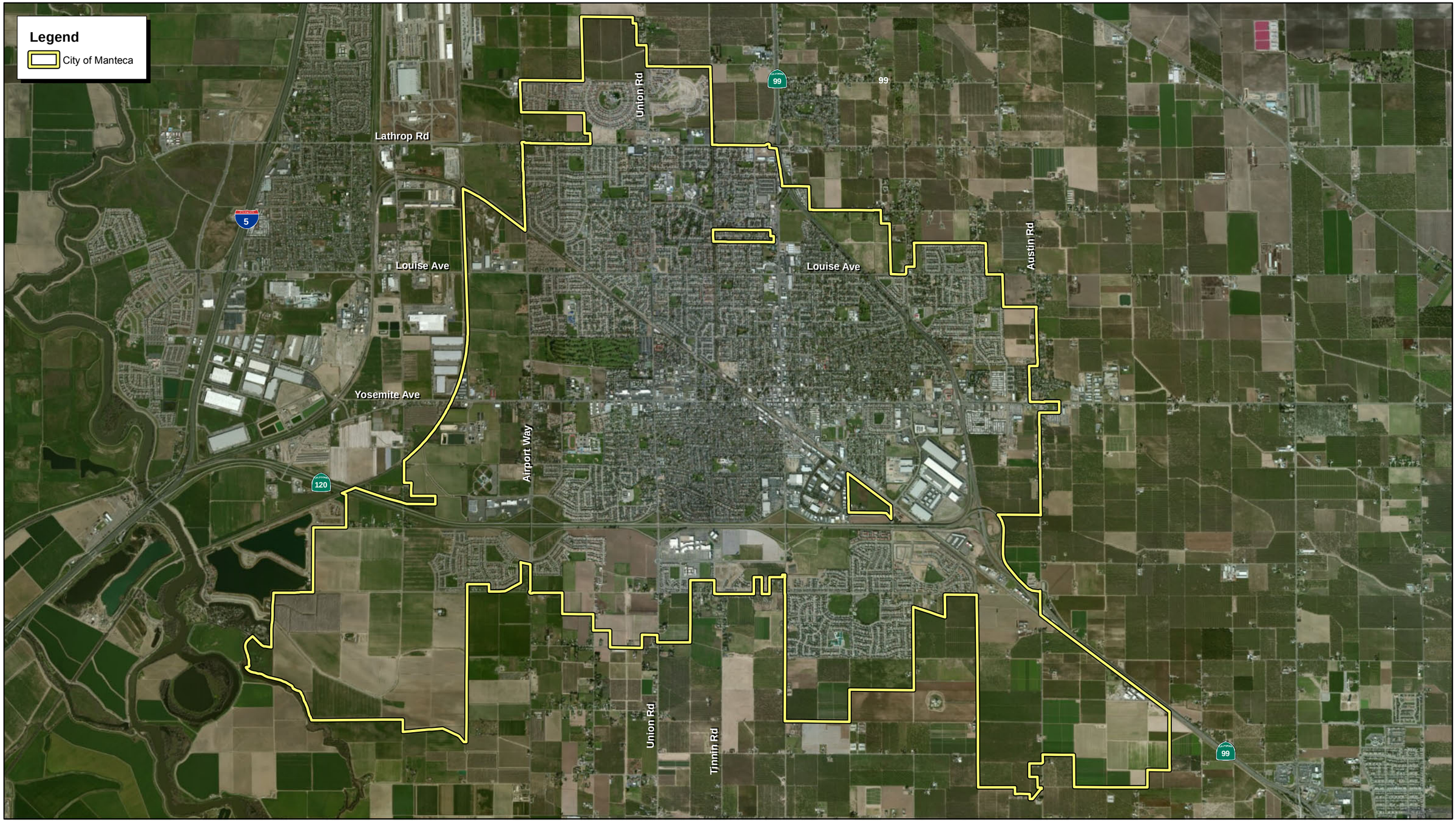
Source: Census 2000 Data, The CaSIL, MBA GIS 2013.

Michael Brandman Associates

NORTH

5 2.5 0 5 Miles

Exhibit 1
City of Manteca Location Map



Source: ESRI World Imagery.

NORTH

3,800 1,900 0 3,800

Feet

Michael Brandman Associates

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Exhibit 2
City of Manteca Aerial Map

Creating new and redeveloped high-density, pedestrian- and transit-oriented development provides destinations for the entire community that are supportive of alternative transportation modes. The CAP builds on the City's history of implementing innovative and effective environmental and conservation programs to achieve its objectives.

In order to ensure that the CAP strategy is implemented on schedule and targets are achieved, the CAP sets out an implementation and monitoring framework. The CAP recognizes that technologies to reduce greenhouse gases and regulatory efforts related to climate change are rapidly evolving and provides flexibility to adapt to changing circumstances.

Cities with CAPs that are consistent with the state and regional AB 32 and Senate Bill (SB) 375 reduction targets can use their CAP as the basis for determining if projects would result in significant climate change impacts under CEQA. The City of Manteca CAP contains the elements necessary to fulfill this function.

The strategies proposed in the CAP are expected to achieve local reductions that are sufficient to achieve the City's 2020 target. Reductions from all local strategies total 11,990 metric tons of carbon dioxide equivalents ($MTCO_2e$) per year, resulting in 2020 per capita emissions of 4.91 $MTCO_2e$ per person, including the benefits of state regulations.

The next step in the CAP process is to identify the amount of reductions required to demonstrate consistency with the goals of AB 32 and the target set by the State for the year 2020. Achieving the state target of reducing emissions to 1990 levels by 2020 will require a reduction in per capita emissions of 21.7 percent. Applying that percentage reduction to the City's 2020 business as usual emission inventory results in a target of 429,693 $MTCO_2e$ per year or a per capita emission rate of 4.91 $MTCO_2e$ per person per year. The City will achieve the target through a combination of compliance with state greenhouse gas regulations and with local reductions described in the CAP. Table 1 shows that substantial reductions would be achieved by the state regulations already adopted for this purpose. State regulations will reduce emissions by 19.5 percent. The City will require an additional 2.2 percent reduction from local measures to achieve the target. See Appendix A for additional information related to the CAP.

Table 1: City of Manteca 2020 Target Emissions Inventory

Inventory	Community ($MTCO_2e$/Yr)	Per Capita ($MTCO_2e$/Person/Yr)
2020 Business as Usual	548,437	6.27
2020 Adjusted for State Regulations	441,668	5.05
2020 Community Target	429,693	4.91
2020 Local Reductions Required	12,014	0.14
Local Reductions Proposed	12,289	0.14

Table 1 (cont.): City of Manteca 2020 Target Emissions Inventory

Inventory	Community ($MTCO_2e$/Yr)	Per Capita ($MTCO_2e$/Person/Yr)
2020 Target Achieved	Yes	Yes

Note:
$MTCO_2e$/Yr = metric tons of carbon dioxide equivalents per year
Source: Michael Brandman Associates, 2013 (see Appendix A for calculations).

1.4 - Intended Uses of this Document

CEQA requires that the agency with the broadest land use authority over a project act as the Lead Agency in processing the IS/ND. In this case, the City of Manteca is the Lead Agency and no approvals by other agencies are required. Although the CAP does not require approvals by other agencies, future development projects within the City may take advantage of the CEQA streamlining provisions allowed by the CAP. This in turn would allow the other agencies with approvals and permits issued in their role as Responsible Agencies for future projects to utilize the CAP and IS/ND for addressing the greenhouse gas impacts related to the agency approvals. Possible agencies that may rely on the CAP and IS/ND include but are not limited to the Community Development Department, San Joaquin County Department of Public Works, San Joaquin County, San Joaquin Local Agency Formation Commission (LAFCo), San Joaquin Council of Governments (SJCOG), San Joaquin Valley Unified Air Pollution Control District, So. San Joaquin Irrigation District, San Joaquin County Agricultural Commission, California State Department of Food and Agriculture, Central Valley Water Quality Control Board, California Department of Fish and Wildlife[1], U.S. Fish and Wildlife Service, and U.S. Army Corps of Engineers.

1.5 - Environmental Setting

The Study Area boundary follows French Camp Road on the north, the Union Pacific Railroad on the west, Walthall Slough and a line contiguous to Sedan Avenue on the south, and a line approximately one-half mile east of Austin Road on the east.

Manteca has generally grown in a compact pattern around the historic center of the City at the crossroads of Yosemite Avenue and Main Street. Residential neighborhoods have developed within boundaries established by the major streets spaced 1 mile apart. The population of Manteca has significantly increased during the early 2000s as housing prices have remained relatively affordable in the region compared to the regional housing market in the Bay Area. The recession slowed growth in recent years, but as the economy improves, growth rates are anticipated to return to historic averages. The California Department of Finance, Demographic Research Unit estimates that the population in the City of Manteca was 71,164 as of January 2013 (California Department of Finance, Table 2: E-5).

[1] Formerly the California Department of Fish and Game.

The City of Manteca is a "housing-rich" community, indicating more housing opportunities than jobs available. Many residents have moved to Manteca, searching for a lower-cost housing alternative to the Bay Area. Many of these residents have maintained their jobs in the Bay Area, choosing to commute from Manteca. The commute pattern directly affects Manteca's economy. Manteca suffers from a low daytime population, because so many residents work outside of the area. As such, their daytime activities and spending occur outside of Manteca. Manteca is the center of an emerging interregional metropolitan area with strong multimodal regional transportation facilities and connections.

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards/Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Services Systems	☐	Mandatory Findings of Significance

Environmental Determination

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 measure 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.

_____ _____

Signed Date

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Aesthetics *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. The CAP includes strategies and measures that would aid in lowering the City's emissions of GHGs, which, therefore, would not directly lead to development that would affect scenic vistas. However, certain renewable energy technologies, such as photovoltaic (PV) panels, are encouraged within these strategies. The inclusion of technologies such as photovoltaic panels does have the ability to affect scenic views, but as these panels would be tied to residential and civic uses, they would not be large enough to hinder the views from nearby residences. In addition, the Resource Conservation Element of the City of Manteca General Plan states that the City contains scenic vistas such as the its agricultural fields and orchards. However, Resource Conservation Element's Policy RC-P-17 is designed to ensure that new development maximizes the potential for the inclusion of open space and visual experience. The CAP encourages compact development that minimizes impacts on open space and agricultural and is consistent with this policy. Therefore, the implementation of the CAP would result in a less than significant impact.

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

No Impact. According to the City of Manteca General Plan, there are no officially designated State Scenic Highways or Routes in the City. Therefore, the project would have no impact on scenic

resources such as rock outcroppings, trees, or historic buildings within view from a designated scenic highway.

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

Less Than Significant Impact. The CAP includes provisions to improve the energy efficiency of existing buildings. It also encourages development projects to include renewable energy systems such as solar energy. The altering of the existing buildings to enforce greater energy efficiency and the addition of PV panels could result in slight changes to visual appearance. However, the installation of these features would be designed to be compatible with the existing development code and would be subject to the issuance of a building permit by the City. Consequently, implementation of the proposed CAP would result in 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 introduction of major light sources is not part of the proposed CAP. The encouragement of the addition and installation of energy efficient systems, such as PV panels, would not affect day or nighttime views in the City, as they are designed to absorb sunlight rather than reflect it. Therefore, the impact would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Environmental Evaluation

The City of Manteca is located in an area of rich agricultural resources, including orchards, dairies, vineyards, row crops, and pasture land. A wide variety of agricultural production takes place in Manteca. New development will convert agricultural lands to urban uses as the City builds out.

Would the project:

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

Less Than Significant Impact. According to California Department of Conservation Farmland Mapping and Monitoring Program Maps (FMMP 2010), the City contains both Prime Farmland and Farmland of State/Local Importance, but it does not contain Unique Farmland. As the CAP does not provide site-specific projects or developments and only recommends procedures and strategies to reduce the GHG emissions of the City, any projects indirectly affected by the implementation of the CAP would be subject to their own set of studies and mitigations if they were to be located within designated agricultural areas. The CAP encourages compact development consistent with General Plan Resource Conservation policies that ensure orderly and phased development and avoids premature development of farmland. The CAP promotes the renovation and rehabilitation of existing structures as well as creating alternative transportation methods, none of which would result in conversion of farmland to non-agricultural use, as they would occur on already developed land. Therefore, implementation of this project would result in a less than significant impact.

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

No Impact. The City of Manteca's Community Development Department Zoning Map indicates that the City does not contain land zoned for agricultural use as of January 2013. However, the City of Manteca's General Plan states that as of 2002 there were a total of 3,861 acres subject to Williamson Act contracts. The General Plan also states that many of these Williamson Act contracts may be under non-renewal, but that the number of contracts under non-renewal was undetermined. The State of California Department of Conservation Williamson Act map for February of 2013 depicts that most of the City of Manteca is urban, built-up land, or non-enrolled land. A small portion of land within the map is under a Williamson Act Contract; however, this land is labeled non-prime agricultural land. Non-prime agricultural land is land that is enrolled under the California Land Conservation Act contract but does not meet any of the criteria for classification as Prime Farmland. Since the City of Manteca does not include any areas zoned for agriculture and does not contain Williamson Act contracts, the implementation of the CAP would not conflict a Williamson Act contract. There would be no impact.

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. Neither the project site nor any adjacent land uses are zoned for forestland, timberland, or timberland zoned Timberland Production. Therefore, no impacts associated with forestland, timberland, or Timberland Production zoning would occur.

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

No Impact. As addressed in Impact 3.2.c, neither the project site nor any adjacent land uses are zoned for forest land, timberland, or timberland zoned Timberland Production. Therefore, no impacts associated with the loss or conversion of forestland would occur.

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

Less Than Significant Impact. The implementation of the CAP would not result in the conversion of forest land to non-forest land use. Since the project site does not contain forest land, it would not lead to its conversion. In addition, the City contains both Prime Farmland and Farmland of State/Local Importance, but does not contain Unique Farmland. As the CAP does not provide site-specific projects or developments, and as it only recommends procedures and strategies to reduce the GHG emissions of the City, any projects resulting from the implementation of the CAP would be subject to their own set of studies and mitigations if they were to be located within designated agricultural areas. Further, the City of Manteca's Community Development Department Zoning Map indicates that the City does not contain land zoned for agricultural use. The CAP promotes the renovation and rehabilitation of existing structures as well as creating alternative transportation methods, none of which would result in conversion of farmland to non-agricultural use, as they would occur on already developed land. Therefore, there would be a less than significant impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Environmental Evaluation

The San Joaquin Valley Air Basin exceeds state and federal air quality standards for ozone, and fine particulate matter (PM_{10} and $PM_{2.5}$). The San Joaquin Valley Air Pollution Control District (SJVAPCD) has adopted plans to attain these air quality standards to comply with state and federal law. The SJVAPCD has adopted significance criteria in its Guide for Assessing and Mitigating Air Quality Impacts that may be relied upon to make the following determinations.

Would the project:

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

Less Than Significant Impact. The purpose of the CAP is to reduce GHG emissions within the City to help contribute to global efforts to reduce the effects of climate change; however, many CAP strategies also reduce air pollutants for which the San Joaquin Valley Air Basin exceeds state and federal air quality standards. CAP strategies include improving energy efficiency in buildings, improving energy management, reducing vehicle use, developing bicycle and pedestrian facilities, enhancing public transit, using renewable energy, and increasing water conservation. In addition to

reducing GHGs, each of these strategies would help to reduce criteria air pollutants and would therefore not conflict with or obstruct the SJVAPCD's Air Quality Plans.

Increased use of some renewable fuels encouraged by the CAP may result in increases in emissions of certain criteria pollutants compared to use of non-renewable fuels. For example, captured biogas (methane) from sewage treatment facilities and landfills used in internal combustion engines to produce electricity have higher oxides of nitrogen (NO_x) emissions compared with electricity produced in a natural gas power plant. The emissions from these engines are regulated by the SJVAPCD and are subject to mitigation of the impacts through permitting requirements. The SJVAPCD's permitting program is structured to ensure that growth in all regulated sources is offset to the extent needed to ensure air quality standards are achieved in the timeframes specified in the Air Quality Attainment Plan.

The growth planned by the General Plan will produce air quality impacts; however, the CAP serves to mitigate those impacts. Further, the City's General Plan EIR provides Goals and Policies to further reduce impacts to applicable air quality plans, which include the following:

- **AQ-1.1:** The General Plan 2023 includes the following goal, policy (P) and implementation measures (I) to direct cooperation with San Joaquin Valley Air Pollution Control District's air quality plans, including air toxic plans:
  - **Goal AQ-1:** Improve Manteca's air quality by:
    - Minimizing public exposure to toxic or hazardous air pollutants.
- **AQ-P-1:** Cooperate with other agencies to develop a consistent and coordinated approach to reduction of air pollution and management of hazardous air pollutants.
- **AQ-I-1:** Work with the San Joaquin Valley Air Pollution Control District (SJVAPCD) to implement the Air Quality Management Plan (AQMP).
  - Cooperate with the APCD to develop consistent and accurate procedures for evaluating project-specific and cumulative air quality impacts.
  - Cooperate with the APCD and the California Air Resources Board to develop a local airshed model.
  - Cooperate with the APCD in their efforts to develop a cost/benefits analysis of possible control strategies (mitigation measures to minimize short and long-term stationary and area source emissions as part of the development review process, and monitoring measures to ensure that mitigation measures are implemented.
- **AQ-I-2:** In accordance with CEQA, submit development proposals to the APCD for review and comment prior to decision.

Consequently, impacts would be less than significant impact.

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

Less Than Significant Impact. See Impact 3a, above. Implementation of the CAP would not violate any air quality standard and would result in a less than significant impact.

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

Less Than Significant Impact. See Impact 3a, above. Implementation of the CAP would not cumulatively considerable net increase of any criteria pollutant and would result in a less than significant impact.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. See Impact 3a, above. Implementation of the CAP would not expose sensitive receptors to substantial pollutant concentrations and would result in a less than significant impact.

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

No Impact. The CAP does not propose strategies or measures that would directly or indirectly result in the creation of objectionable odors. In addition, the General Plan provides policies to reduce impacts from odor, which include the following:

- **AQ-4.1:** The General Plan 2023 includes the following implementation measures (I) to help reduce exposure of sensitive receptors to pollutants:
- **AQ-I-8:** Locate air pollution point sources, such as manufacturing and extracting facilities, in areas designated for industrial development and separated from residential areas and sensitive receptors (e.g., homes, schools, and hospitals).
- **AQ-I-15:** Design review criteria shall include the following considerations, at a minimum:
  - Establish buffer zones (e.g., setbacks, landscaping) within residential and other sensitive receptor site plans to separate those uses from highways, arterial streets, hazardous material locations and other sources of air pollution or odor.

Therefore, there would be no impact.

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

Environmental Evaluation

The City of Manteca is included in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Within the City of Manteca, six species listed within the Habitat Conservation Plan were identified as either occurring or having the potential to occur; these include Swainson's hawk, California tiger salamander, tricolored blackbird, burrowing owl, Delta button-celery, and Wright's trichocoronis.

Would the project:

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

Less Than Significant Impact. The proposed CAP does not result in the development of any land not previously designated in the City of Manteca General Plan or that would require a new land use approval. The CAP strategies that apply to the implementation of new projects will occur within the more urbanized areas of the City and in previously approved new growth areas. These areas will generally not include habitats that would typically support these species, as the presence of either native or undisturbed vegetation would be rare. In addition, projects must comply with the SJMSCP. The proposed CAP focuses on strategies to improve either existing or future projects and does not include any site-specific development plans. This indicates that future projects would require additional land use approvals and would incur project-specific studies and mitigation measures that comply with the Federal Endangered Species Act and the California Endangered Species Act. Therefore, implementation of the CAP would result in a less than significant impact.

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

Less Than Significant Impact. As stated in item (a), the City of Manteca is included in the SJMSCP. The CAP does not designate land for development, but it does recommend future improvements to new and existing buildings to achieve its GHG goals. Therefore, the future projects that develop from implementation of the CAP would not affect riparian habitat or other sensitive natural communities identified in any local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The proposed plan will result in a less than significant impact.

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?

Less Than Significant Impact. The CAP does not directly result in the development of any land. Therefore, the CAP would have no direct impact on wetlands. New development that must comply with the CAP could result in conversion of wetlands; however, these future actions would be subjected to project-specific studies and mitigations and would not experience additional impacts due to CAP implementation. Therefore, the CAP would have to a less than significant impact.

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

Less Than Significant Impact. The CAP does not directly result in the development of any land. Therefore, the CAP would have no direct impact on wildlife corridors or nursery sites. New projects developed within the City would be subject to project-specific studies and mitigations that would comply with the Federal Endangered Species Act and the California Endangered Species Act and would not experience additional impacts due to CAP implementation. Therefore, impacts would be less than significant.

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

No Impact. The components of the CAP would not, directly or indirectly, affect any policies or ordinances protecting biological resources. Therefore, there would be no impact.

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

Less Than Significant Impact. As stated in item (a), the City of Manteca is included in the SJMSCP. The CAP would not conflict with the provisions adopted in the Habitat Conservation Plan because it promotes compact, orderly development that minimizes impacts to open space. The CAP does not directly result in the development of any land. New developments would be subject to project-specific studies and mitigation procedures that comply with the Federal Endangered Species Act and the California Endangered Species Act. The implementation of the CAP would result in a less than significant impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Environmental Evaluation

According to the Manteca General Plan, a record search by the Central California Information Center, California Historical Resources Information Systems was completed on October 22, 2001. This search revealed that the City of Manteca contains 10 historic buildings and 24 historic ranches.

Would the project:

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

No Impact. The CAP does not result in any change in land use. Therefore, the CAP would not lead to the direct or indirect destruction of historic buildings. The CAP involves policies and procedures that allow for the reduction in GHG emissions, which could result in the alteration of existing buildings to enhance their energy efficiency. The CAP does not require owners of historic buildings to make any alterations, and the owners would be required to comply with existing policies and regulations that apply to the appearance of those structures if they choose to install solar panels or other exterior energy efficiency improvements. Any alterations that may potentially occur to historical resources will undergo their own studies, evaluations, and mitigations. Therefore, there would be no impact to historical resources.

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

Less Than Significant Impact. The City of Manteca General Plan identifies eight archaeological resources. The implementation of the CAP involves plans to reduce GHG emissions and does not

include features that may disturb these resources either directly or indirectly. However, the CAP encourages the addition of new pedestrian and bike pathways, which could indirectly result in the uncovering of unique paleontological resources. If resources such as these were uncovered during activities related to CAP implementation, compliance with state regulations for discovered paleontological resources would be required to be followed. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. The paleontological features located within the City would not be destroyed by the implementation of the CAP. The CAP does not result in any change in land use. The CAP provides policy guidance and strategies that reduce GHG emissions and, therefore, would not lead to the alteration of any existing unique paleontological features. If projects indirectly encouraged by the CAP such as pedestrian and bike pathways were to uncover new unique paleontological features or geologic features, state regulations regarding discovery of these paleontological features and geologic features would be followed. There would be a less than significant impact.

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

Less Than Significant Impact. The CAP encourages building new pedestrian and bike pathways whose construction could lead to the uncovering of previously unknown human remains. If these ground-disturbing activities lead to the uncovering of human remains, state regulations involving the discovery of human remains would be followed. There would be a less than significant impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Geology and Soils *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The City of Manteca is not located within an Alquist-Priolo Fault-Rupture Hazard Zone, although there are faults located within the area. Two known faults that lie closest to the City of Manteca but do not pass within the City are the Tracy-Stockton Fault and a small, buried fault that runs southeast toward Tracy. Although two faults exist near the City, development within and outside the City would be required to conform to the California Uniform Building Code (UBC). Therefore, compliance within the UBC will reduce potential impacts associated with fault rupture to a less than significant level.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Although the City of Manteca is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known active or potentially active faults crossing the City, seismic activity in other parts of the State could affect the area. The construction of structures containing energy conservation features related to the CAP implementation would comply with the UBC and other engineering or building requirements. Compliance with the UBC sets forth procedures for earthquake resistant structural design, including onsite soil conditions, occupancy, and structural configuration would reduce impacts associated with strong ground shaking to a level of less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The specific risks associated with ground failure include the potential for liquefaction, seismic settlement, and lateral spreading. According to the City of Manteca General Plan, the City of Manteca is not prone to either liquefaction or ground failure. In addition, any future projects such as bike and pedestrian facilities and building energy retrofits related to the CAP would be required to meet the standards set forth in the UBC, and compliance with the UBC would ensure safety in the structures and their components. This would result in a less than significant impact.

iv) Landslides?

No impact. The City of Manteca General Plan states that there is relatively flat topography across the City and that the elevation ranges from 10 to 50 feet above sea level, making landslides highly unlikely. In addition, as stated in (i) and (ii) above, the City does not have active faults within its limits. The presence of a flat topography and the fact that there are no Alquist-Priolo Earthquake Fault Zones within the City result in a less than significant impact.

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

Less Than Significant Impact. The CAP would not directly result in development that would cause substantial soil erosion or loss of topsoil. Construction of bike and pedestrian facilities and the renovation and rehabilitation of the buildings within the City or any other development that may be a result of the CAP could have activities resulting in the loss of topsoil. However, those activities would be subject to the UBC Chapter 70, which regulates grading activities and soil erosion. There would be a less than significant impact.

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

Less Than Significant Impact. The City of Manteca has 19 different soil series that are based on the Natural Resources Conservation Services survey of San Joaquin County in 1992. The majority of these soils are formed in alluvium and are moderately deep to very deep. The drainage ranges from partially drained to moderately well drained for all of the soils in the City. The Soil Conservation Service found that these types of soils are not prone to subsidence activity. The drainage characteristics of the soils as well as the City of Manteca's rather level topography present a low risk for the occurrence of any type of erosion. Therefore, there is a less than significant impact.

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

Less Than Significant Impact. The City of Manteca General Plan indicated four regions of soil that are prone to expansion located within the City. Of these, one soil region has a high shrink-swell potential, two have a moderate to high shrink-swell potential, and one has a moderate shrink-swell potential. In order to reduce any potential hazards, developments resulting from the CAP must comply with the latest edition of the UBC to promote expansive soil-resistant structural design, including onsite soil conditions, occupancy, and structural configuration. Compliance with the UBC would reduce impacts associated with expansive soil to a level of less than significant.

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

No Impact. The City of Manteca has a sewer system and therefore does not require the use of septic tanks or alternative forms of wastewater disposal systems. There would be no impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

No Impact. The purpose of the CAP is to reduce greenhouse gas emissions, which would provide a beneficial impact on the environment. The CAP strategy builds upon the City of Manteca's past and ongoing efforts to create a more sustainable community. Achieving GHG reductions is straightforward. Most greenhouse gas emissions in the emission inventory are created by using carbon-based fuels that release carbon dioxide (CO_2) when combusted. Reducing the use of carbon-based fuels such as gasoline, diesel, and natural gas will reduce GHG emissions. The reductions can be achieved by changing to low-carbon or no-carbon energy sources and by increasing efficiency of the vehicles, devices, and structures that use the fuel. Other strategies reduce vehicle trips and vehicle miles traveled to reduce emissions by improving transportation options in the City.

The CAP strategies fall into the following general categories and are listed in detail within Table 2, below:

- Land Use and Transportation
- Transportation Facilities Strategies
- Transportation Demand Strategies
- Energy Conservation Strategies for New and Existing Buildings
- Waste Diversion and Recycling and Energy Recovery
- Strategies for Existing Development
- Municipal Strategies

Table 2: Climate Action Plan Strategy Summary

Strategy Number	Strategy	Implementation
Land Use - Compact Development (CD)		
CD-1	The City shall encourage projects consistent with the development densities allowed by the General Plan and are contiguous to existing development meet compact development criteria.	During review of development projects
CD-2	The City shall encourage projects that are at or near the maximum densities allowed by the General Plan and zoning designations to achieve more compact development.	During review of development projects
CD-3	The City shall propose higher densities during plan updates and work with developers proposing projects requiring General Plan Amendments to design projects with higher densities where appropriate.	During review of development projects
Land Use - Mixed-Use Development (MUD)		
MUD-1	The City shall encourage mixed-use development by ensuring that new growth areas designate mixed-use areas at optimal locations.	During General Plan Updates and review of development projects
MUD-2	The City shall encourage mixed use residential developments that either allow for sufficient population to support commercial development within the project or are constructed in an area with an existing variety of commercial development within walking distance and is already supported by surrounding residential development.	During General Plan Updates and review of development projects
MUD-3	The City shall encourage master planned areas to designate areas within the plan suitable for mixed-use development.	During General Plan Updates and review of development projects
MUD-4	The City shall encourage downtown infill and redevelopment projects that provide housing in suitable sites to increase activity that would support commercial businesses.	During review of development projects
Land Use - Pedestrian Oriented Development (POD)		
POD-1	During the review of subdivision maps and site plans, the City shall ensure that project designs provide internal and external pedestrian connections where appropriate	During review of development projects
POD-2	The City shall require sidewalks and/or pedestrian paths in all residential projects. The sidewalks should be wide enough to allow side by side walking and room for passing to increase comfort and convenience for walkers (five to six feet).	During review of development projects
POD-3	The City shall require all commercial projects to design parking lots to allow safe and comfortable walking routes between businesses within the development. This can be accomplished using pavement treatments and markings, sidewalks, landscaping, signage, and orientation of the buildings.	During review of development projects

Table 2 (cont.): Climate Action Plan Strategy Summary

Strategy Number	Strategy	Implementation
POD-4	The City shall require new subdivisions to provide pedestrian direct access points to frequently visited destinations adjacent to or within walking distance from the project.	During review of development projects
POD-5	The City shall discourage subdivision designs that include lengthy block walls with no pedestrian or bicycle access that require excessive travel distances between nearby or adjacent uses.	During review of development projects
Land Use - Transit Oriented Development (TOD)		
TOD-1	The City shall encourage transit-oriented development in areas designated for high-density and mixed-use development.	During review of development projects
TOD-2	The City shall encourage transit-oriented development in areas with 0.25 mile of planned or existing multimodal transit facilities.	During review of development projects
Transportation - Transit Infrastructure (TI)		
TI-1	The City shall consult with the transit providers during development review and when preparing transit plans regarding the location of potential transit infrastructure such as bus stops, turnouts, and kiosks to support current and potential service.	During review of development projects
TI-2	The City shall encourage transit providers to utilize hybrid buses and alternative fuel buses on routes serving Manteca.	Staff interagency coordination.
Transportation - Pedestrian Infrastructure (PI)		
PI-1	The City shall ensure that all projects comply with the General Plan policies regarding pedestrian infrastructure during the development review process.	During review of development projects
Transportation - Bicycle Infrastructure (BI)		
BI-1	The City shall review all projects to ensure they comply with relevant General Plan policies and the Bicycle Master Plan.	During review of development projects
BI-2	Require developers to contribute fair share funding to the construction of planned bike lanes on roads with frontage on the project site	During review of development projects
BI-3	The City shall identify opportunities for constructing bike lanes on roads connecting other neighboring cities for inclusion in the Bicycle Master Plan (examples include Austin Road and Jack Tone Road).	During next update to Bicycle Master Plan
Transportation - Traffic Calming (TC)		
TC-1	The City shall review all projects requiring street improvements to collectors and arterials to identify opportunities to install traffic calming improvements at intersections impacted by the project and requiring upgrades.	During review of development projects

Table 2 (cont.): Climate Action Plan Strategy Summary

Strategy Number	Strategy	Implementation
TC-2	The City shall review all projects to ensure compliance with the "Complete Streets" requirements regarding traffic calming and pedestrian improvements.	During review of development projects
Transportation - Transportation Demand Management (TDM)		
TDM-1	Notify developers of large commercial and industrial developments of the requirements of SJVAPCD Rule 9410 to implement TDM programs that reduce commute trips.	During review of development projects
TDM-2	Require a TDM program as a condition of approval of new projects meeting Rule 9410 applicability requirements to inform developers and support rule compliance.	During review of development projects
Transportation - Trip End Facilities (TEF)		
TEF-1	The City shall provide developers of projects with the potential for employing more than 100 persons at a single work site with information on end-of-trip facilities appropriate for the type of business and size of the project that will assist in their compliance with SJVAPCD Rule 9410.	During review of development projects
Transportation – Parking (P)		
P-1	The City shall encourage shared parking, structured parking, and the placement of parking lots at locations where they enhance the pedestrian environment such as behind buildings in the Central Business District and mixed-use areas.	During review of development projects
Transportation – Electric Vehicles (EV)		
EV-1	The City shall encourage and support the installation of electric charging facilities funded as a public-private partnership in City-operated parking facilities when grant funding is available.	City staff direct action to identify opportunities
Energy – Efficiency in New Buildings (ENB)		
ENB-1	The City shall require developers to exceed Title 24 energy efficiency standards by at least 10 percent. The City recognizes that it may not be feasible for all buildings and structures to exceed Title 24 by this amount due to the form or function of the building. Projects that cannot meet the reduction level may provide solar panels or other non-building related energy efficiency measures such as exterior lighting or water savings.	During review of development projects
Energy – Efficiency in Existing Buildings (EEB)		
EEB-1	The City shall investigate bond financing mechanisms such as Property Assessed Clean Energy Program (PACE) and similar program that would fund energy retrofits.	City staff direct action to identify opportunities
EEB-2	The City shall work with energy providers and the State to improve awareness of rebates and tax incentives available to Manteca residents and businesses.	During review of development projects

Table 2 (cont.): Climate Action Plan Strategy Summary

Strategy Number	Strategy	Implementation
Energy – Solar Generation (SG)		
SG-1	The City shall encourage development projects to provide solar power as part of their strategy to reduce greenhouse gas emissions	During review of development projects
Energy – Water Conservation (WC)		
WC-1	The City shall continue to implement water conservation measures to comply with the Model Water Efficient Landscape requirements that implement the Water Conservation in Landscaping Act of 2006 (Assembly Bill 1881, Laird).	During review of development projects
Waste – Waste Diversion and Recycling and Energy Recovery (W)		
W-1	The City shall require new multifamily and commercial development projects to provide adequate locations to segregate recyclable materials.	During review of development projects
W-2	The City shall support recycling events and programs.	City staff direct action
W-3	The City shall encourage the composting of greenwaste	City staff direct action
Wastewater – Wastewater (WW)		
WW-1	The City shall support the use of recycled water for appropriate uses consistent with State standards and benefits outweigh system costs.	City staff to identify opportunities and funding sources
Community Involvement and Outreach (CIO)		
CIO-1	The City will include energy conservation awareness in its events, publications, and community programs where consistent with content and purpose.	City staff direct action
CIO-2	The City will continue to participate in regional initiatives to reduce greenhouse gas emissions.	City staff participation in committees and activities
Source: Climate Action Plan, City of Manteca, California. Michael Brandman Associates, 2013.		

The CAP also includes a Government Operations Inventory that lists emission sources directly owned and operated by the City and a Community Inventory that lists all emission sources within the City of Manteca. Each inventory is summarized below:

Government Operations Inventory

Local government operations emissions are presented in Table 3. The results indicate that the largest source of emissions is from the City's vehicle fleet used to provide public services to the residents of Manteca. The next two largest sources are wastewater facilities and water delivery, which generate emissions primarily related to electricity consumption from pumping water. Building and facilities emissions are related to electricity and natural gas consumption for cooling, lighting, and heating.

Table 3: City of Manteca Government Operations Greenhouse Gas Emissions Inventory

Sector	Metric Tons (CO_2e)	Percent of Sector Emissions
Vehicle Fleet	2,358	32.2
Wastewater Facilities	1,738	23.7
Water Delivery Facilities	1,017	13.9
Employee Commute	983	13.4
Buildings and Facilities	613	8.4
Public Lighting	564	7.7
Government Generated Waste	49	0.7
Totals	**7,321**	**100.0**

Note:
CO_2e = carbon dioxide equivalents
Source: City of Manteca 2005 Government Operations Greenhouse Gas Inventory

Community Inventory

The Community Inventory accounts for the emissions from all sources within the control or influence of the City of Manteca. Emissions from motor vehicles occur within the City of Manteca geographic area; however, a portion of these emissions is not within the control or influence of the City. Some trips pass through the City on freeways crossing the community. Emissions from those trips are not included in the inventory. For trips that begin in the City but end in a different jurisdiction, half the emissions are included in the inventory. Conversely, for trips that begin outside the City but end within the City, half the emissions are included in the inventory.

The inventories include estimates for two baseline years and two future years. The year 2005 is provided to account for the change in emissions from statewide greenhouse gas regulations adopted since that time. The year 2010 represents the most recent year with complete activity data. The year 2020 is required to demonstrate consistency with state targets adopted for AB 32. The year 2035 is provided to show emissions in the SB 375 regional target year.

Table 4 displays the emissions by sector for 2005, 2010, 2020, and 2035 and the totals for each year. The future year inventories for 2020 and 2035 are referred to as "business as usual" inventories. The business as usual inventories reflect the effects of growth projected by the growth rates in the 2023 General Plan without the application of controls[2] that would reduce emissions in the future. The results of the inventories show that substantial growth in emissions would occur in the City without the application of controls. The emissions would increase from 400,346 metric tons of carbon dioxide equivalent ($MTCO_2e$) in 2005 to 742,186 $MTCO_2e$ in 2035, for an increase of 85 percent in

[2] Controls are regulations enacted to implement AB 32, General Plan policies, and CAP reduction measures.

30 years. In terms of emissions per person or "per capita emissions," the inventory shows emissions of 6.9 $MTCO_2e$ per person in 2005 and a decrease to 6.3 $MTCO_2e$ per person by 2035.

Table 4: City of Manteca Community Baseline and Future Year Inventories

Sector	Emissions ($MTCO_2e$/year)			
	2005	2010	2020	2035
Motor vehicles	214,075	210,901	275,507	368,297
Electricity - residential	44,108	47,343	61,212	83,668
Electricity - commercial	25,014	31,146	35,646	49,327
Natural gas - residential	45,527	50,466	65,249	89,186
Natural gas - commercial	9,856	11,818	13,526	18,717
Waste	42,305	30,454	21,586	29,505
Ozone depleting substance (ODS) substitutes*	19,461	26,741	75,711	103,486
Total	400,346	408,869	548,437	742,186
Per capita emissions	6.9	6.1	6.3	6.3

Notes:
$MTCO_2e$ = metric tons of carbon dioxide equivalents
Per capita emissions are estimated by dividing the total emissions by the population estimates from Table 5 of the CAP.
* Ozone depleting substances (ODS) are gases that cause chemical destruction of the ozone in the stratosphere (a layer of air in the upper atmosphere). High global warming potential gases are being introduced as substitutes to comply international treaties protecting the ozone layer.
Source: Michael Brandman Associates, 2013.

Consequently, implementation of strategies and measures proposed within the CAP would result in annual community-wide GHG emission well below the required reduction of emissions by 2020. Although there are currently no adopted state targets beyond 2020, the CAP will provide substantial reductions by 2035 and beyond. Thus, implementation of the CAP would both directly and indirectly reduce community-wide GHGs. There would be no impact.

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

No Impact. The Climate Action Plan will become the City of Manteca's applicable plan for reducing greenhouse gas emissions when adopted. The CAP is intended to take advantage of the streamlining opportunities offered by SB 97 enacted in 2007 and implemented by the Office of Planning and Research (OPR) with amendments to the CEQA Guidelines effective March 2010 that are listed below (see Appendix A for additional information in regards to SB 97). SB 97 outlines a Tiering and Streamlining approach to the analysis of greenhouse gas emissions (Section 15183.5.).

In order to qualify for use with later activities, a plan for the reduction of greenhouse gas emissions—once adopted following certification of an EIR or adoption of an environmental document—may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

The CAP includes an emissions inventory, an analysis of the impacts of growth projected by the General Plan, reduction targets based on substantial evidence, and a mechanism to monitor progress as described in this IS that that is required to comply with the streamlining provisions.

The Air Resources Board adopted the Climate Change Scoping Plan to implement AB 32. The Scoping Plan provides California's strategy for achieving the reductions required by AB 32, which is being implemented through the adoption of enforceable regulations and programs by the State. The Scoping Plan encourages local agencies to provide reductions from local measures that are consistent with the reductions needed to achieve the AB 32 target. Implementation of strategies and measures proposed within the CAP (as outlined in Table 2, above) would result in annual community-wide GHG emission well below the required reduction of emissions by 2020. Thus, implementation of the CAP would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and would therefore have no impact.

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

Environmental Evaluation

Would the project:

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. The projects that could potentially result from the implementation of the CAP would not include routine transport, use, or disposal of hazardous materials. The proposed CAP includes strategies that involve the rehabilitation of existing structures to attain greater energy efficiency and other projects that include the use of construction materials such as paints and other materials. These materials would not be used in quantities large enough to cause any severe or adverse effects. Therefore, the CAP would produce a less than significant impact.

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

Less Than Significant Impact. As discussed in Impact 8(a), short-term construction activities associated with the projects related to the CAP would use a limited amount of hazardous materials. Consequently, the potential for accidental release of these materials into the environment is low. In addition, the retrofitting and rehabilitation of existing structures, recommended in the CAP, could potentially release hazardous materials into the environment. However, the release of these hazardous materials would not be large enough to incur any significant hazard to the public or the environment. The energy retrofits outlined in the CAP are small-scale, for which no single project is able to produce a large enough quantity of hazardous materials to cause any significant public health concern. There is a slight potential for concern that construction workers close to the newly constructed buildings and who are working on renovation sites would be exposed to hazardous materials. As there are strict city, state, and federal regulation regarding construction and demolition activities involving hazardous materials, the compliance with these regulations would result in a less than significant impact.

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

Less Than Significant Impact. The CAP does not involve the development of new sources of hazardous materials. As stated in item (b), any emissions of hazardous materials would be due to renovation activities or from construction materials and would occur on a small scale. Therefore, the emission and handling of hazardous materials would not occur within 0.25 mile of an existing or proposed school, which would result in a less than significant impact.

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

Less Than Significant Impact. According to the California Environmental Protection Agency (Cal EPA) Cortese List online, the City of Manteca includes one hazardous materials site at 1085 South Union Road. Although this site is located within the City, the CAP does not authorize any land use changes or site-specific development plans. Projects related to the CAP implementation would need to include a project-specific set of studies and mitigations pertaining to hazardous materials. Therefore, no significant hazardous soils impacts are anticipated.

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 project site is not within an airport land use plan or within 2 miles of a public airport or public use airport. The nearest public use airport is the Stockton Metropolitan Airport, which is located approximately 8 miles from the center of the City of Manteca. Therefore, the project would not result in a safety hazard for people residing or working in the vicinity of an airport and would have no associated impacts.

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 private airstrips located within the project site or area. Therefore, no impacts associated with safety hazards from private airstrips would occur.

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

No Impact. The CAP involves strategies and policy recommendations that would lower GHG emissions. The implementation of these recommendations would not place any permanent or temporary physical barriers on any existing public streets or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the CAP would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. There would be no impact.

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

Less Than Significant Impact. The project site is not located within an area designated as a wildfire hazard area. Therefore, potential impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
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 flooding on- or off-site?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. The CAP does not directly result in any development that could cause erosion and adversely affect urban runoff. The CAP makes recommendations for energy efficiency in new and existing structures in which the construction to undergo these changes could indirectly cause erosion and adversely affect urban runoff. However, proper enforcement of the National Pollutant Discharge Elimination System (NPDES) and the policies for stormwater regulation set out in the City's General Plan would ensure that water quality would not be adversely affected by construction activities related to the CAP. There would be a less than significant impact.

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 which would not support existing land uses or planned uses for which permits have been granted?

No Impact. The recommendations outlined in the CAP include those that would be used to aid in the reduction of water use throughout the City. These water conservation measures could result in reduced demand of the available groundwater. The CAP also does not offer any strategies or recommendations that would lead to the increased use of the groundwater supply, nor does it refer to future projects that could substantially interfere with the groundwater supply. There would be no impact.

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

Less Than Significant Impact. The CAP encourages the addition of bicycle and pedestrian pathways that could indirectly alter the drainage pattern within the City if constructed at locations near streams or rivers. Other than this unlikely alteration scenario, there are no streams or rivers expected to be altered, and the CAP does not offer any strategies or recommendations that would directly alter drainage patterns. Any alterations would not be substantial and would be subject to existing federal and state regulations. Compliance with regulations would result in a less than significant impact.

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 flooding on- or off-site?

Less Than Significant Impact. See item (c). This would result in a less than significant impact.

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. See item (a). Potential construction activities related to the implementation of the CAP could potentially cause erosion that may adversely affect urban runoff; however, compliance with the NPDES as well as the City of Manteca General Plan and City development standards would result in a less than significant impact.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. See item (a). There are no strategies within the CAP that would substantially degrade water quality. The only potential to affect water quality would come from the construction activities indirectly related to the CAP. However, the Federal Clean Water Act establishes the basic structure for regulating discharges of pollutants into surface waters of the United States, and sets water quality standards for all contaminants in surface waters. Water quality standards are intended to protect public health, enhance the quality of water, and serve the purposes of the Clean Water Act. The Act defines water quality standards as federal or state provisions or laws that (1) designate the beneficial uses of water and (2) establish water quality criteria to protect those designated uses. Compliance with these regulations would lead to a less than significant impact.

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 CAP does not directly create development but instead makes recommendations to design new development areas to support alternative transportation options, and to construct new structures and rehabilitate and retrofit existing structures for energy efficiency. Future projects related to the implementation of the CAP would not place housing within a 100-year flood hazard area, since the Federal Emergency Management Agency map depicts that the City of Manteca is not within a 100-year flood hazard area. There would be no impact.

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

No Impact. As stated in item (g), the Federal Emergency Management Agency map does not place the City of Manteca within a 100-year flood hazard area; therefore, any structures related to CAP implementation would not impede or redirect flood flows. There would be no impact.

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. As the City of Manteca does not lie within a 100-year flood hazard area, any future projects associated with the CAP would not be subject to flooding. The City of Manteca General Plan identifies a low risk of flooding because of the location of the San Joaquin River channel and its tributary, Walthall Slough, in relation to the City. A levee provides protection for the land north and east of the Walthall Slough. The potential risk of the levee failing or any other flood events occurring is very low. The CAP does not expose people or structures to a significant risk, which would result in a less than significant impact.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The CAP does not recommend strategies or measures that would result in inundation by seiche, tsunami, or mudflow. There would be no impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Physically divide an established community?

No Impact. The implementation of the CAP would encourage projects that could improve connectivity within the City. These strategies include recommendations to provide pedestrian connections, bicycle lanes to underserved areas, improved transit service, and walkable neighborhoods. There are no measures or strategies provided within the CAP that would result in the division of any established communities. There would be no impact.

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

No Impact. The CAP does not change any land use designation or alter any policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The CAP identified numerous existing General Plan policies that provide multiple environmental benefits to the City in addition to greenhouse gas reductions. No CAP strategies were identified that may conflict with policies and regulations adopted for the purpose of avoiding or mitigating and environmental effect. Therefore, there would be no impact.

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

Less Than Significant Impact. As addressed in Section 3.4, Biological Resources, the City of Manteca is included within the SJMSCP. Although the City is part of the Habitat Conservation Plan, the strategies and recommendations outlined within the CAP could encourage projects that involve construction of bike lanes, pedestrian paths, and other facilities in areas specified by the SJMSCP. If any projects indirectly related to CAP implementation were to develop within areas specified under the Habitat Conservation Plan, they would be subject to project-specific studies and mitigations. The CAP does not outline any specific projects as it only provides recommendations to reduce GHG emissions. There would be a less than significant impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

No Impact. According to the City of Manteca General Plan, the California Division of Mines and Geology has identified one location as Zone MRZ-2, Significant Mineral Resource Zone, within the planning area. This location is near the San Joaquin River and consists of sand deposits that are considered to be of regional significance. These sand deposits are a result of Brown Sand and Gravel, Incorporated processing sand at Oakwood Lake Pit. This mining operation has stopped and a residential project has been approved on the site of the former quarry by San Joaquin County. Therefore, no impact to mineral resources would occur.

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. According to the City of Manteca General Plan, the California Division of Mines and Geology states there is only one significant mineral resource site within the City of Manteca. The MRZ-2 site was created as a result of the activities of Brown Sand and Gravel, Incorporated. The previous mining site has been approved to become the site of a new residential project; therefore, CAP implementation would not cause the loss of this particular mineral resource. There would be no impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Noise *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Evaluation

Would the project result in:

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

Less Than Significant Impact. The CAP does not include any strategies or measures that would cause an increase in noise levels within the City. The CAP recommends the installation of energy efficient devices, the rehabilitation of buildings and residences, and the addition of bicycle and pedestrian pathways that may produce short-term increases in construction noise levels. The City of Manteca General Plan Noise Element under N-P-5 states that the City shall regulate construction-related noise to reduce the impacts to adjacent land uses. The noise is regulated to a maximum level dB of 70 during the daytime, 7:00 a.m. to 10:00 p.m., and 65 dB during the nighttime, 10:00 p.m. to

7:00 a.m. The maximum hourly L_{eq} dB for construction-related activities shall be 50 during the daytime and 45 during the nighttime. The City of Manteca Municipal Code also states under Chapter 17.58.050 Noise Standards that construction-related noise resulting from an approved building permit is exempt from noise limitations unless they occur between the hours of 7:00 p.m. and 7:00 a.m.

Any construction activity resulting from CAP implementation would need to comply with the standards stated in both the City of Manteca General Plan and Municipal Code. As the CAP does not authorize the development of specific projects, the construction noise levels cannot be estimated. Any future projects involving the CAP that could potentially cause noise levels that may exceed these standards would have to undergo their own site-specific acoustical analysis. The projects that result from the CAP would not cause excessive noise compared with similar construction-related activities. As the future projects relating to the CAP would need to comply with the City's standards, cause only temporary noise level increases, and be subject to their own acoustical analyses, the impact would be less than significant.

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

Less Than Significant Impact. The human response to vibration greatly depends on whether the source is continuous or transient. Continuous sources of vibration include certain construction activities, while transient sources include vehicle movements large in size. Generally, thresholds of perception and agitation are higher for continuous sources. Table 5 illustrates the human response to both continuous and transient sources of groundborne vibration.

Table 5: Human Response to Groundborne Vibration

Peak Particle Velocity (inches/second)		Human Response
Continuous	Transient	
0.40	2.00	Severe
0.10	0.90	Strongly perceptible
0.04	0.25	Distinctly perceptible
0.01	0.04	Barely perceptible
Source: California Department of Transportation, 2004.		

Typically, developed areas are continuously affected by vibration velocities of a decibel (VdB) of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Offsite sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration (Table 6).

Table 6: Vibration Levels Generated by Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (L_V) at 25 feet
Pile driver (impact)	1.518 (upper range) 0.644 (typical)	112 104
Pile driver (sonic)	0.734 upper range 0.170 typical	105 93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil 0.017 in rock	66 75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.		

While the proposed CAP would not generate excessive groundborne vibration or groundborne noise levels, short-term construction involving the retrofitting of buildings for energy efficiency, expansion of bicycle and pedestrian pathways, and installation of renewable energy systems could potentially introduce groundborne vibration to the surrounding area. As previously stated in item 12 (a), construction activities would have to comply with the City of Manteca General Plan Noise Element's policies as well as the policies set forth in the City of Manteca Municipal Code. Future projects associated with the CAP that could potentially produce excessive groundborne vibration levels would undergo environmental analysis to determine their specific impacts. Since the CAP is not expected to result in excessive groundborne vibration, would comply with the set standards and policies, and would have any future project-specific impacts evaluated, there would be 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. The CAP does not involve any activities that would permanently increase the noise levels within the City of Manteca. The strategies found within the CAP would result in a decreased number and length of vehicle trips within the City through the addition of alternative transportation methods, which could result in a decrease in ambient noise level. Any other recommendations refer to the addition of renewable energy systems or the renovation of buildings, to

increase efficiency, which would lead to short-term construction noise increases but not a permanent ambient noise level increase. This would be a less than significant impact.

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

Less Than Significant Impact. New buildings and facilities constructed in the City would generate noise at the same levels regardless of any CAP strategies implemented by a project. There is the possibility of temporary ambient noise level increases from construction-related activities because the CAP would encourage continuous improvements of the homes and commercial buildings within the City; see item 12 (a). However, temporary ambient noise levels would be required to comply with City regulations and policies, as well as undergo project-specific studies to mitigations temporary ambient noise levels to the greatest extent feasible. Therefore, impacts would be less than significant impact.

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

No Impact. The Stockton Metropolitan Airport is located approximately 8 miles from the center of the City of Manteca. Therefore, impacts associated with excessive noise levels associated with airport noise are not anticipated.

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. No private airstrips are located in the City of Manteca. As such, the proposed project would not expose workers to excessive noise levels. Therefore, impacts associated with excessive noise levels associated with private airstrips are not anticipated.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Population and Housing *Would the project:*				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. The CAP would not directly or indirectly induce substantial population growth in the area. The CAP strategies decrease the City's GHG emissions by encouraging new development to be constructed in ways that minimize motor vehicle use and maximizes energy conservation. In addition, the CAP does not propose development of new homes and businesses. The CAP strategies recommend the rehabilitation and renovation of existing properties to increase energy efficiency and encourage the use of alternative forms of transportation within the City. The renovation of the existing properties creates more energy efficient facilities and does not infer an increase in building space or larger homes. None of the strategies specifically involve the addition of residential or commercial buildings, or any other development, that would cause an increase in the population. The CAP encourages development that most efficiently accommodates planned population growth. Increases in residential densities could result from the changes recommended by the CAP, but there are no specific projects discussed within the CAP and any future projects would be subject to their own project-specific studies and mitigations involving population impacts. This would be a less than significant impact.

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

No Impact. No land use changes would result directly from CAP implementation. The CAP includes strategies that promote infill and redevelopment of underutilized sites to provide development more capable of being served by transit and that is more walkable and accessible by bicycle. Redevelopment of some areas could indirectly result in removal of obsolete homes and commercial structures, but those structures would be replaced with new development that would tend to provide increased housing opportunities. Strategies to alter existing homes and businesses through energy retrofit measures would tend to extend the life of existing structures. These strategies are not expected to displace the renovated homes and therefore, would not result in the need for any type of replacement housing. There would be no impacts associated with the displacement of existing housing. Land use and redevelopment projects would be required to complete the City's development review process and to consider impacts to existing homes at that time. No impact would occur.

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

No Impact. As stated in item (b), the strategies outlined in the CAP are not expected to displace homes. Therefore, no impacts associated with the displacement of people would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Environmental Evaluation

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

a) Fire protection?

Less Than Significant Impact. The City of Manteca Fire Department (MFD) would not incur increased calls or an increased need for fire department facilities within the City because of strategies proposed by the CAP that would apply to new development projects subject to the development review process and are consistent with the City General Plan; therefore, no increases in fire protection over the amounts already required for new development would occur. For measures that encourage the alteration of existing buildings in order to reduce GHG emissions, there would be neither an increase in population nor an increase of structures within the City that is due to the CAP's implementation. Therefore, impacts to increased MFD protection or impacts associated with the construction of new or the expansion of existing MFD facilities would be less than significant.

b) Police protection?

Less Than Significant Impact. As the CAP is not expected to lead to an increase in population and housing, it would not cause an increase in the need for police protection. The CAP proposes strategies that would apply to new development projects that are subject to the development review process and are consistent with the City General Plan, so no increases in police protection over the amounts already required for new development would occur. Alterations to improve energy

efficiency that are encouraged by the CAP would not result in a change in population that would require additional police protection. There would be a less than significant impact.

c) Schools?

Less Than Significant Impact. As stated in item (b) above and in Section 13, Population and Housing, the City is not expected experience a substantial population growth related to the implementation of the CAP; therefore, no increase in the need for schools in the area above that already planned would occur. This would be a less than significant impact.

d) Parks?

Less Than Significant Impact. The City of Manteca General Plan states that the City currently includes a total of 28 neighborhood and five community parks that are typically located within walking distance of the residents. No additional parks would be required by the implementation of the CAP. CAP strategies would apply to new projects that are subject to the development review process, where park requirements would be determined. The CAP would not require the City to add more parks beyond those that are planned or needed to meet General Plan goals and requirements. Population and housing are not expected to increase as the CAP does not designate land for development or result in new project-specific plans or developments within the City. There would be a less than significant impact.

e) Other public facilities?

Less Than Significant Impact. The increased use of the various public facilities located throughout the City of Manteca is not expected to occur. The use of these facilities are not affected by the CAP, since it does not cause any substantial increase in population as stated in Section 13, Population and Housing. There would be a less than significant impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Evaluation

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

Less Than Significant Impact. The implementation of the CAP does not involve an expected population growth. As there is not an expected increase in population, there would be no increased use and deterioration of parks or other recreational facilities due to the CAP. The CAP identifies ways in which the City should increase pedestrian and bike pathways throughout the City, which would increase the amount of recreational facilities and potentially decrease deterioration on existing facilities. There would be a less than significant impact.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less Than Significant Impact. The CAP encourages the addition of bike and pedestrian pathways throughout the City. These additions could adversely affect the environment, but the impacts associated with their construction are expected to be minimal because the construction would take place in existing rights-of-way areas and along planned roadways. However, as the CAP only recommends the construction of these facilities, additional project-specific environmental documentation would be required. This documentation would provide environmental analyses that would identify any impacts and mitigation measures needed to reduce impacts. The addition of bike and pedestrian pathways throughout the City would most likely not cause any substantial impacts. Because these facilities are subject to project-specific analyses, there would be a less than significant impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Transportation/Traffic *Would the project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. The CAP would not directly or indirectly result in adverse impacts to the transportation system. The proposed CAP is intended to reduce the GHG emissions of the City by improving the efficiency of the circulation system. One of the recommendations made by the CAP to decrease GHG emissions is the increased use of alternate modes of transportation. These recommendations include the addition of pedestrian and bike pathways at locations throughout the City that are currently unserved, as well as the discouragement of single-occupancy vehicle use. Achievement of goals set forth in the CAP involving the use of alternative transportation would result in the reduction of traffic loads, lower number of vehicle trips, and decreased intersection congestion within the City. Implementation of the CAP would not directly lead to the increase in traffic. There would be a less than significant impact.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The proposed CAP includes measures that would reduce traffic levels within the City by expanding the use of multiple alternate transportation methods and improving transportation infrastructure; see item (a). There would be a less than significant impact.

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 center of the City of Manteca is 8 miles from the Stockton Metropolitan Airport. There are no strategies within the CAP that would directly or indirectly affect air traffic patterns. 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)?

Less Than Significant Impact. The CAP promotes the development of new pedestrian and bike facilities that would be built to current standards. Therefore, construction of these pathways would lead to greater safety for the pedestrians and bicyclists within the City. Roadways constructed to

serve new development would comply with City street standards. There would be a less than significant impact.

e) Result in inadequate emergency access?

Less Than Significant Impact. The alternative transportation methods recommended within the CAP could potentially improve emergency access. The addition of pedestrian and bike pathways, as well as the decrease in the number of vehicles on the roadways, could allow for more efficient and easier emergency access. Project designs that encourage walking and bicycling may propose narrow streets; however, the street design will still be required to comply with street standards applicable to emergency access. This would be a less than significant impact.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The CAP strategies encourage the use of alternative modes of transportation that would enhance the policies, plans, and programs designated to aid transportation within the City. There would be no impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Utilities and Service Systems *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐c
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. The City of Manteca General Plan states that the City of Manteca Wastewater Quality Control Facility is a combined biofilter-activated sludge plant rated at 6.95 million gallons per day (mgd). As the CAP does not create a significant increase in the population within the City of Manteca, there would not be an increase in the demand for wastewater treatment. The CAP includes strategies that encourage water conservation in new and existing development that would help to reduce wastewater production and related treatment requirements. Therefore, the

demand would not exceed the wastewater treatment requirements of the California Regional Water Quality Control Board. There would be a less than significant impact.

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

Less Than Significant Impact. The construction of a new water or wastewater treatment facility in the City of Manteca would not occur because of the implementation of the CAP. As the CAP does not create a significant increase in population, it would not require the expansion of the existing facility or the creation of any new facilities. The CAP includes strategies that encourage water conservation in new and existing development that would help to reduce wastewater production and related treatment requirements. There would be a less than significant impact.

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

Less Than Significant Impact. The City of Manteca General Plan states that the South San Joaquin Irrigation District operates within the City of Manteca and carries a portion of the City's drainage. The water that enters this system flows into the French Camp Canal and ultimately into the San Joaquin Delta. The CAP does not involve any expected increase in population and, therefore, would not result in the need for the construction of new stormwater drainage facilities or the expansion of existing facilities. There would be 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. The CAP does not result in the increase in population. Therefore, no new water supplies would be required. Within the CAP are recommendations for ways in which the City can reduce its water demand through the implementation of different conservation measures. See Table 2 above for appropriate CAP recommendations. There would be a less than significant impact.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. See item (b). The CAP does not result in the increase in population. Therefore, no new wastewater treatment providers would be required. Therefore, impacts in this regard would result in a less than significant.

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

Less Than Significant Impact. Solid waste generated within the City is collected by the City of Manteca Solid Waste Division. Waste is deposited at the Lovelace Solid Waste Transfer Station and recyclable materials are sorted at this facility, while green waste is delivered to the Austin Road/ Forward Landfill. The landfill is expected to remain open until 2053, and the City of Manteca General Plan states that it has a remaining capacity of approximately 1,608,752 cubic yards. As the CAP does not cause a substantial increase in population, no increase in waste produced or a greater need for solid waste services or landfill capacity is expected. The CAP also identifies areas to improve recycling rates within the City and to reduce the overall stream of waste the City produces. These measures would result in a reduction in the amount of solid waste entering the landfill and could potentially aid in the expansion of the life span of the Austin Road/Forward Landfill. There would be a less than significant impact.

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

No Impact. The CAP promotes measures that would lead to an increase in recycling and the overall reduction in the solid waste output of the City. There are no recommendations found within the CAP that would not comply with the applicable solid waste regulations. Therefore, there would be no impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Environmental Evaluation

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

Less Than Significant Impact. The purpose of the CAP is to reduce community-wide GHG emissions in the City of Manteca with the intention of reducing environmental impacts associated with global climate change. The CAP proposes strategies and measures to lessen numerous environmental impacts and does not contain any strategy or measure that would either directly or indirectly substantially reduce habitat, reduce wildlife populations, threaten animal or plant communities, or restrict the range of species. In addition, the CAP includes policies and procedures that allow for the reduction in GHG emissions, which could result in the alteration of existing buildings to enhance their energy efficiency. As there are no changes of land use and no site-specific plans proposed within the CAP, any alterations that may potentially occur to historical resources will

undergo their own studies, evaluations, and mitigations. Therefore, there would be a less than significant impact.

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

Less Than Significant Impact. The CAP would not result in any adverse environmental impacts that are cumulatively considerable. The project is intended to contribute to a cumulative reduction in GHG emissions, and to reduce adaptation impacts associated with global climate change, both of which would have beneficial cumulative environmental effects. Strategies and measures within the CAP that may result in indirect adverse environmental impacts are evaluated throughout this initial study. However, as all impacts are considered less than significant or no impact, it is unlikely that any impact would contribute to a significant cumulative impact. Therefore, impacts would be less than significant.

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

No Impact. The CAP is a policy document intended to reduce the City of Manteca's government operations and community-wide GHG emissions to help cumulatively address the adverse environmental impacts associated with global climate change, while also protecting and enhancing the quality of life in the City. Its strategies and measures strive to protect the environment, enhance human health and safety, and conserve natural resources, both within and beyond the City of Manteca. Adoption and implementation of the CAP would result in beneficial environmental impacts, and would not cause substantial adverse direct or indirect effects on human beings resulting from a change in the physical environment. Therefore, no impacts would occur.

SECTION 3: REFERENCES

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