ADDENDUM TO THE NORTHWEST AIRPORT WAY MASTER PLAN EIR

SCH # 2010022024

OCTOBER 2022

Prepared for:

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

Prepared by:

De Novo Planning Group
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El Dorado Hills, CA
(916) 580-9818

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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1.0 INTRODUCTION

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. This document has been prepared to serve as an Addendum to the previously certified EIR (State Clearinghouse [SCH] # 2010022024) for the Northwest Airport Way Master Plan Project (NWAWMP) (Original Project). The City of Manteca is the lead agency for the environmental review of the proposed Project refinements (Refined Project).

This Addendum addresses the proposed refinements that have occurred on individual sites developed within the NWAWMP relative to the conceptual plans that were available at the time the previous environmental review was prepared for the NWAWMP. CEQA Guidelines Section 15164 defines an Addendum as:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
>
> *….A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record.*

Information and technical analyses from the NWAWMP are utilized throughout this Addendum. Relevant passages from this document are cited and available for review at:

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

1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM

The NWAWMP Environmental Impact Report (EIR) was certified by the Manteca City Council on November 16, 2010. The Original Project included certification of the EIR for the NWAWMP, adoption of the Master Plan document, General Plan Land Use map amendments, Zoning map and text amendments, and direction to file for annexation with the San Joaquin Local Agency Formation Commission (SJ LAFCo). On April 20, 2012, the SJ LAFCo approved the annexation request the original NWAWMP boundary, but not for annexation of non-master plan areas.

In determining whether an Addendum is the appropriate document to analyze the proposed refinements to the NWAWMP, CEQA Guidelines Section 15164 states:

a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

2.2 PROJECT DESCRIPTION

2.1 ORIGINAL PROJECT

Project Location

The Original Project site consists of the approximately 300-acre Master Plan area, which has been annexed to the City of Manteca as a result of the Original Project approvals. The rectangular Master Plan area consists of 300.3 acres bounded by the Union Pacific Railroad Lathrop Intermodal Terminal (west), Roth Road (north), Airport Way (east), and Lathrop Road (south). The Project site's regional location is shown on Figure 1, the vicinity is shown on Figure 2, and an aerial photo is shown in Figure 3.

Project Characteristics

The Original Project consisted of the NAWMP and Non-Master Plan Annexations. The NWAWMP was entitled and annexation of approximately 300 acres of light industrial and commercial land. The Master Plan required a General Plan Amendment and prezoning approval. Figure 4 and 5 illustrate the General Plan and Zoning Maps for the site. Table 1 provides a breakdown of the land uses in the Original Project.

TABLE 1: MASTER PLAN LAND USE SUMMARY – ORIGINAL PROJECT

Land Use	*Acres*
Light Industrial	248.3
Community Commercial	18.1
Open Space	33.9
Total	300.3

SOURCE: CITY OF MANTECA, 2010.

The Original Project also included Non-Master Plan Annexations, which consisted of two areas adjacent to the Master Plan area totaling approximately 221 acres. These annexations were intended to prevent the creation of "unincorporated islands" within the city limits as a result of Master Plan implementation. The non-master plan annexations required General Plan Amendment and pre-zoning approvals. It is noted that the City of Manteca approved the Non-Master Plan Annexations portion of the Original Project; however, after protest hearings, those annexations were not approved by LAFCO and remain outside the city limits to this day.

The NWAWMP was anticipated to result in approximately 4.7 million square feet of light industrial and commercial uses. Table 2 provides a breakdown of the anticipated buildout of the NWAWMP. As shown in Table 2, the CenterPoint Intermodal Facility (discussed below) would occupy most of the

square footage, with the non-CenterPoint components occupying the balance. The conceptual Master Plan development is shown in Figure 6 provides the conceptual site plan, and Figure 7 provides the conceptual Circulation Plan for the Original Project.

TABLE 2: MASTER PLAN BUILDOUT SUMMARY – ORIGINAL PROJECT

Component	*Use*	*Square Footage*
CenterPoint Intermodal Facility	Light Industrial and High Cube Warehouse	3,177,521
Non-CenterPoint Development	Light Industrial	1,275,620
	Community Commercial	205,820
Total	**—**	**4,658,961**

SOURCE: CITY OF MANTECA, 2010.

***Light Industrial*:** Light Industrial land use accounts for most of the NWAWMP uses. The light industrial zone allows business and professional uses, and uses involving heavy trucks, automobile services, mini-storage, various agricultural industries, industrial manufacturing or assembly uses, industrial storage, and truck and motor freight uses.

The northern area is expected to develop primarily with warehouse/distribution facilities uses and limited light industrial uses (95 percent warehouse distribution, 5 percent light industrial). The southern area is expected to be developed with a majority of warehouse/distribution facilities, and some light industrial uses and limited retail development (80 percent warehouse/distribution, 15 percent light industrial, and 5 percent commercial). Including both the CenterPoint and non-CenterPoint components, a maximum of 4,453,141 square feet of light industrial uses was anticipated be developed under the NAWMP.

CenterPoint Intermodal Facility: The CenterPoint Intermodal Facility was expected to occupy 187.49 acres of the Light Industrial acreage. The intermodal facility was to be an integrated logistics center and would interface with the adjacent Union Pacific Railroad Lathrop Intermodal Terminal. The intermodal facility would sort, store and distribute goods for shippers and receivers. The facility would have a maximum square footage of 3,177,521. The facility would occupy two, non-contiguous sites (North and South):

a) North Site: The north site would be the larger of the two sites and contain three buildings totaling 2,693,483 square feet. All three of the north buildings would be rail-served with spur tracks connecting to the neighboring Lathrop Intermodal Terminal. This EIR will assume that each rail-served building receives two train movements a week (one inbound and one outbound). The buildings would also be accessible to trucks.
b) South Site: The south site would be the smaller of the two sites and would contain as many as three buildings totaling 484,038 square feet. These buildings would be served exclusively by trucks.

The North and South sites would be linked by an internal roadway along the adjacent property line with the Lathrop Intermodal Terminal. The roadway would provide a single, controlled accessed point to the Lathrop Intermodal Terminal.

Non-CenterPoint Light Industrial Uses: The Non-CenterPoint light industrial uses would total 1,275,620 square feet. These uses would occupy the acreage between the CenterPoint North and

South sites. As many as 14 buildings were proposed ranging in size from 26,080 to 236,582 square feet. All buildings would be served exclusively by trucks. These uses would be accessible to the CenterPoint Intermodal Facility via internal roadways and would use the single, controlled accessed point to the Lathrop Intermodal Terminal.

Community Commercial: The Community Commercial land use would serve as a focal point for residents of the area and workers in the industrial portion of the development. An 18.1-acre, community-scale shopping center is envisioned for this area at the Lathrop Road/Airport Way intersection. The Community Commercial zone allows a wide variety of permitted or conditionally permitted commercial uses, such as commercial office and retail uses. A maximum of 205,820 square feet of commercial uses was anticipated to be developed within this area. The conceptual layout for the community commercial uses included a 125,435-square-foot anchor, with smaller buildings ranging in size from 4,500 to 47,206 square feet. The analysis was based on a generic shopping center use without defined tenants.

Circulation and Access: The circulation system proposed for the NWAWMP would be composed of the following elements:

- Improved major arterial roadways (Lathrop Road, Airport Way and Roth Road)
- New onsite truck routes
- New onsite collector roads for trucks and autos
- Bikeways and pedestrian paths

The primary goal of the circulation system was to provide a network of roadways, pedestrian paths, and bikeways that allows for the safe and efficient movement of goods, people, and services within the Master Plan area, and to provide proper connections to the existing network of roadways and routes in the City of Manteca. Improvements within the Master Plan area include the provision of new rights- of-way and improvements to existing street sections with traffic signals added where necessary. Auto and truck parking, and truck loading and unloading areas also are part of the circulation system. The proposed circulation system will provide safe and convenient access to all locations within the Master Plan area. The Original Circulation Plan is provided in Figure 7.

The entrances to the NWAWMP were assumed to be Lovelace Road at Airport Way, private roadway "F" at Roth Road, private roadway "I" at Airport Way, and private roadway "A" at Lathrop Road. The Lovelace entrance was intended to serve as the major auto entry to the NWAWMP while roadways "F" and "A" entrances were intended to serve trucks entering and leaving the NWAWMP from the north and south. These would all be full access intersections with new traffic signals at the Lovelace/Airport and roadway "A"/Lathrop Road intersections. Private roadway "I" would serve commercial auto and industrial truck traffic entering and leaving the southern portion of the NWAWMP, as indicated in Figure 7. It was also anticipated that the existing signalized extension of Daisywood Drive at Airport Way would become the primary entrance to the southern portion of the NWAWMP, connecting to roadway "F". Below is a summary of the circulation system.

Airport Way: Airport Way is an existing arterial road. The roadway would be widened to a 140-foot right-of-way with partial improvements where it abuts any existing or new residential development (south of Daisywood Drive), and a 130-foot right-of-way with partial improvements elsewhere (north of Daisywood Drive). Class II bicycle facilities (i.e., on-street lanes) would be installed along Airport Way.

Roth Road: Roth Road is an existing arterial road with an at-grade crossing of the Union Pacific Railroad Oakland Subdivision. Roth Road would be widened to an 84-foot right-of-way with partial improvements.

As a separate project unrelated to the proposed Master Plan, Roth Road was proposed to be grade- separated from the Union Pacific Railroad Oakland Subdivision. This grade separation was being pursued in conjunction with the proposed Lathrop Intermodal Terminal expansion project.

Lathrop Road: Lathrop Road is an existing arterial road with a grade-separated crossing of the Union Pacific Railroad Oakland Subdivision. The roadway would be widened to a 106-foot right-of-way with partial improvements.

Internal Roadways: Internal roads were designed to provide for the efficient movement of commercial and industrial- oriented trucks within the Plan area. Curb-to-curb widths would range from 46 to 86 feet.

2.2 REFINED PROJECT

Project Location

The Refined Project site consists of the same approximately 300-acre Master Plan area that has already been annexed to the City of Manteca. There are no changes to the project location.

Project Characteristics

The Refined Project consists of the same approximately 300 acres of light industrial and commercial land. This land was designated and zoned with the original approvals. There are no changes to the General Plan land use or Zoning designations.

The Refined Project does not include the approximately 221 acres of Non-Master Plan Annexations that were included in the Original Project. LAFCO denied the annexations as a results of protest hearings and these areas remain outside the city limits to this day. This is a change in the scope of the Original Project; however, there is no net development change as a result of this change.

The NWAWMP was anticipated to result in approximately 4.7 million square feet of light industrial and commercial uses. There is currently approximately 2,008,000 square feet of existing development on 148.5 acres under the existing conditions for the Refined Project. There is an additional approximately 2,651,961 square feet of pending/undeveloped area on 151.8 acres under the Refined Project. Overall, there is no net change in the acreage or development square footage assumptions for the Master Plan area.

Circulation and Access: The circulation system for the Refined Project has several changes from the Original Project that affects trip distribution and travel patterns within the NWAWMP, as well as the roadway network through Manteca and Lathrop. The changes to the circulation system include:

- Eliminate truck trips from using Lathrop Road or Airport Road to reduce truck traffic in residential areas.
- Eliminate the connection of Intermodal Way to Lathrop Road.
- Establish a STAA route from the southern terminus of Intermodal Way north to Roth Road.

- Establish a STAA route on Roth Road to I-5.
- Concentrate all heavy truck trips on Intermodal Way and Roth Road

These modifications to the circulation system were developed through coordination with the City of Lathrop and neighboring Manteca residents that pointed out their concerns for truck traffic driving through residential areas of Airport Way and Lathrop Road. These modifications are intended to improve safety on the roadway, and to eliminate truck emissions from these more sensitive residential areas. These modifications are anticipated to provide benefits related to Air Quality concerns, as well as traffic concerns.

The Refined Project will still have entrances to the NWAWMP on (private roadway "K") at Lovelace Road and Airport Way, private roadway "F" at Roth Road, private roadway "I" at Airport Way, but will eliminate private roadway "A" at Lathrop Road. The Lovelace entrance (roadway "K") is intended to serve as the major auto entry to the NWAWMP with a full signalization. The roadway "F" entrance is intended to serve trucks entering and leaving the NWAWMP from the north at Roth Road. Roadway "A" will no longer exist. Under the Refined Project, all roadway entrances off of Airport will serve passenger vehicle entrance/exits, but will not serve trucks. These entrances would still be full access intersections with new traffic signals at the Lovelace/Airport and Daisywood/Airport.

Vehicle Miles Traveled Analysis: At the time of the Original Project, SB 743 did not exist and no VMT analysis was performed. The focus of the traffic analysis was on LOS operational analysis, which is no longer a standard for determined impacts under CEQA. The refinement to the circulation and access system within the NWAWMP warranted a VMT analysis, but also warrants an updated LOS analysis to determine consistency with City policy. It should be noted that the construction of the Pending / Undeveloped NWAWMP Area will improve the jobs to housing balance in the City of Manteca and provide an overall benefit to reducing VMT per employee with fewer residents expected to leave the City for employment. This will result in fuel consumption and greenhouse gas emissions reductions. The results of the VMT and LOS analysis is provided under the traffic section of this EIR Addendum.

It should be noted that the General Plan Update includes policies designed to reduce vehicle travel and VMT. The Circulation Element (Chapter 3.14) addresses providing adequate pedestrian, bicycle, and transit facilities and opportunities, promoting non-vehicle travel modes, requiring development projects that accommodate or employ fifty (50) or more employees to implement Transportation Demand Management (TDM) programs, and ensuring regional coordination on trip and VMT reduction efforts. General Plan policies and actions that contribute to VMT reductions are identified below. These policies and actions minimize VMT impacts to the greatest extent feasible.

Additionally, the Governors Executive Order N-79-20 requires that 100 percent of in-state sales of new passenger cars and trucks be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations, where feasible, and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero-emission off-road vehicles and equipment by 2035, where feasible. Accordingly, the City of Manteca aims to develop a Zero Emissions Vehicle Market Development Strategy that ensures expeditious implementation of the systems of policies, programs and regulations necessary to achieve the order. These facts are new considerations that are part of this EIR Addendum.

Entitlements Requested: There are no new entitlements requested. The EIR Addendum is being prepared to reflect changes that have occurred as Master Plan Area has developed. This mainly includes changes to travel patterns, but also includes VMT analysis which was not a requirement of CEQA at the time the original analysis was performed.

2.3 BASIS FOR DECISION TO PREPARE AN ADDENDUM

When an environmental impact report has been certified for a project, Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 set forth the criteria for determining whether a subsequent EIR, subsequent negative declaration, addendum, or no further documentation be prepared in support of further agency action on the project. Under these Guidelines, a subsequent EIR or negative declaration shall be prepared if any of the following criteria are met:

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

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

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

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

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

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

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

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

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

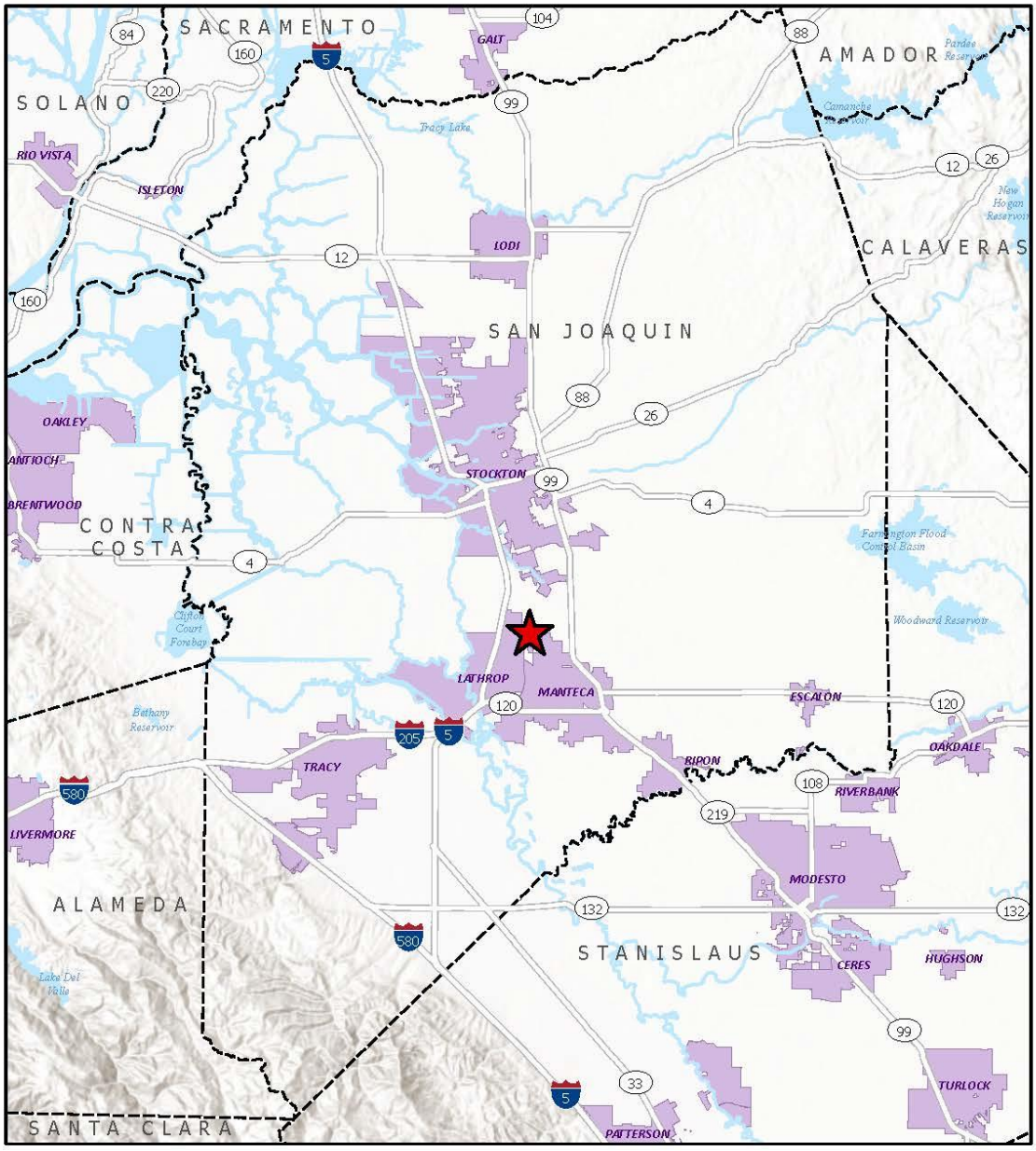
In determining whether an Addendum is the appropriate document to analyze the proposed refinements to the project and its approval, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

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

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

As part of this document, additional technical analysis was performed to determine if there were any new environmental impacts not known at the time of the original approval. No new significant impacts or an increase in the severity of environmental impacts have been identified as a result of the additional technical analysis. Instead, the Refined Project includes modifications to the site and circulation plans, which have beneficial effects to the NWAWMP and surrounding residential areas. The beneficial impacts are related to shifts in heavy truck trips, including the emissions, away from residential areas along Airport Way and Lathrop Road, and concentrating them on a designated STAA truck route that is intended for heavy truck use.

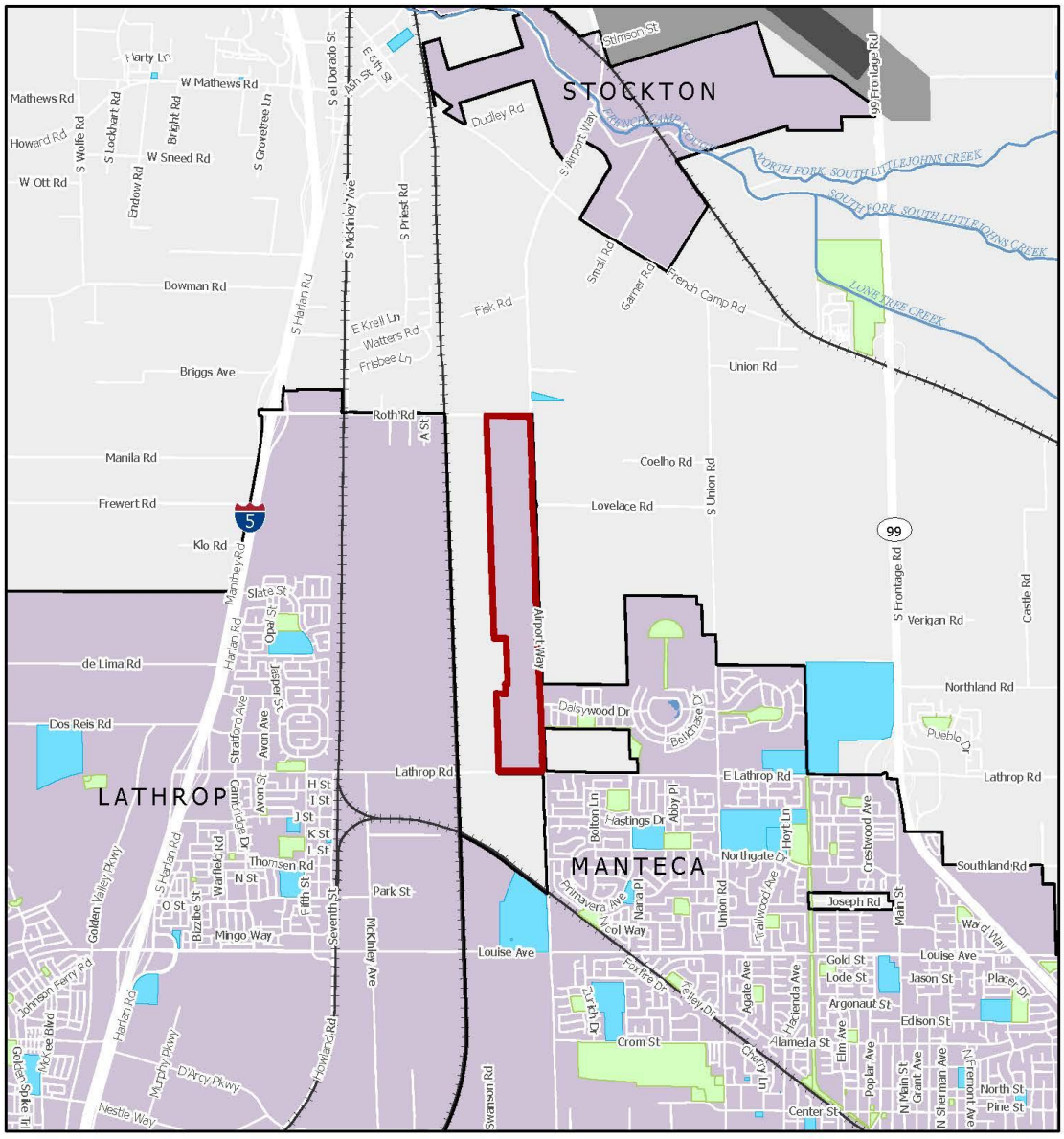
As demonstrated in the environmental analysis provided in Section 3.0 (Environmental Analysis), the proposed changes do not meet the criteria for preparing a subsequent EIR or negative declaration. An addendum is appropriate here because, as explained in Section 3.0, none of the conditions calling for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



Sources: California State Geoportal; ArcGIS Online World Hillshade Map Service. Map date: August 22, 2022.

NORTHWEST AIPORT WAY MASTER PLAN
MANTECA, CALIFORNIA

Figure 1. Regional Map



Legend

- Master Plan Boundary
- City Limits
- Park
- School
- Stockton Metropolitan Airport
- Airport Runway
- Union Pacific Railroad

Sources: San Joaquin County GIS; City of Manteca GIS; USGS Roads Database. Map date: August 22, 2022.

NORTHWEST AIRPORT WAY MASTER PLAN
MANTECA, CALIFORNIA

Figure 2. Project Vicinity

0 ¼ ½ 1 Miles

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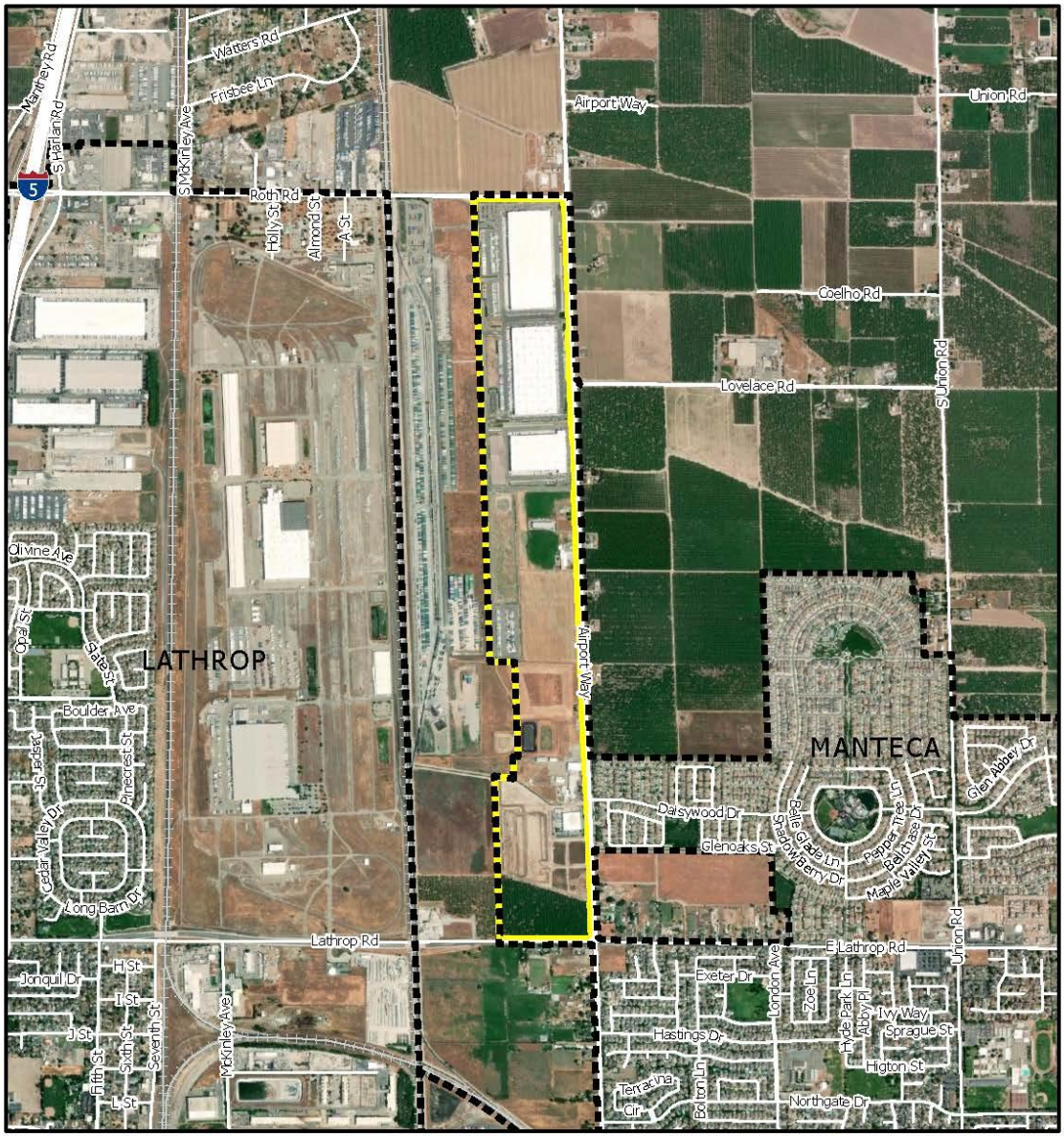


Legend

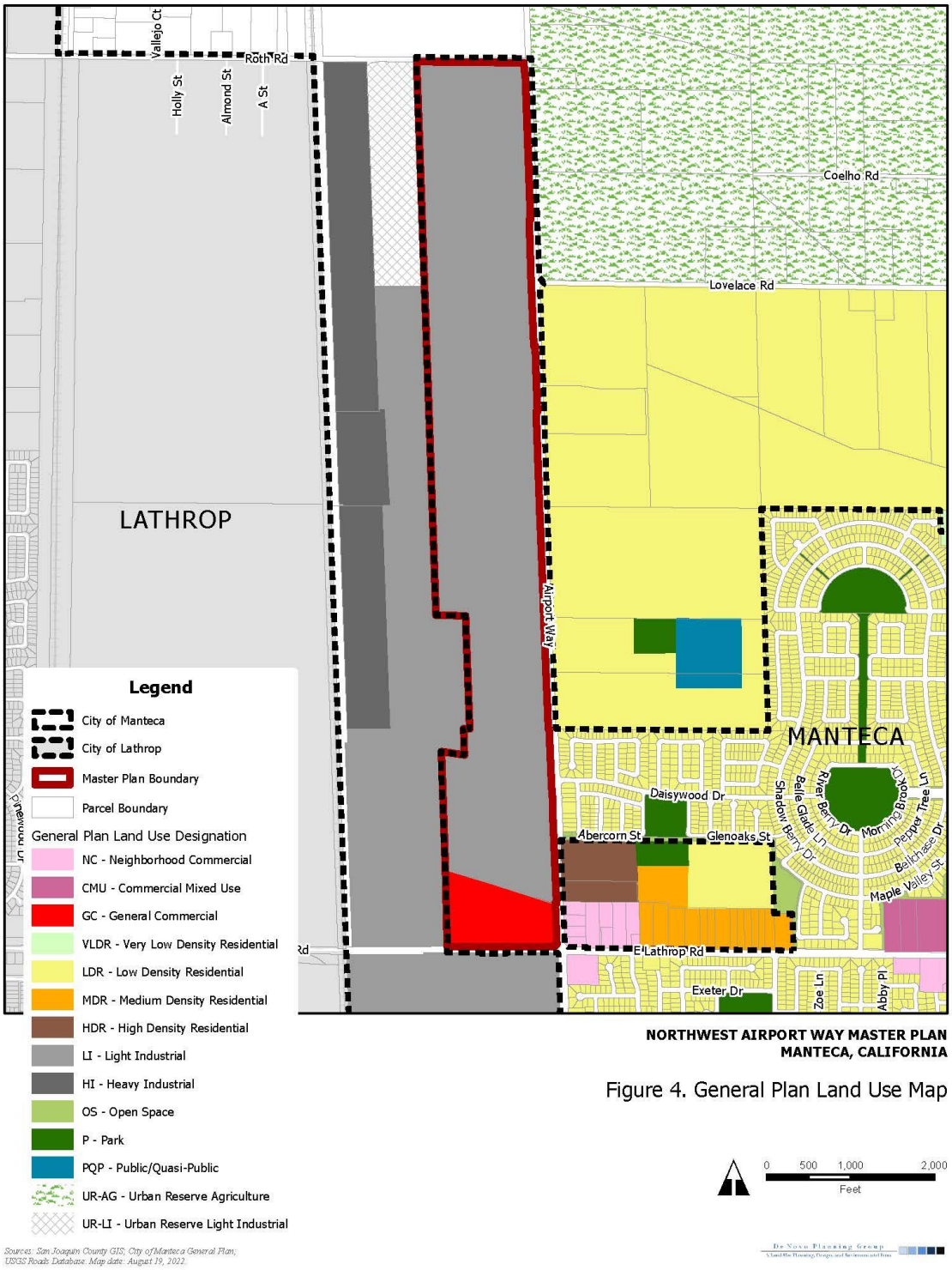
- Master Plan Boundary
- City Limits
- Union Pacific Railroad

NORTHWEST AIRPORT WAY MASTER PLAN
MANTECA, CALIFORNIA

Figure 3. Aerial Photo

0 500 1,000 2,000
Feet

Sources: San Joaquin County GIS; USGS Roads Database; ArcGIS Online World Imagery Map Service (Master 4/20/2021. Map date: August 19, 2022.


Vallejo Ct
Roth Rd
Holly St
Almond St
A St
Coelho Rd
Lovelace Rd
LATHROP
Airport Way
MANTECA
Daisywood Dr
Abercorn St
Glenoaks St
River Berry Dr
Belle Glade Ln
Shadow Berry Dr
Morning Brook Ct
Pepper Tree Ln
Bellchase Dr
Maple Valley St
E Lathrop Rd
Exeter Dr
Zoe Ln
Abby Pl
Legend
City of Manteca
City of Lathrop
Master Plan Boundary
Parcel Boundary
General Plan Land Use Designation
NC - Neighborhood Commercial
CMU - Commercial Mixed Use
GC - General Commercial
VLDR - Very Low Density Residential
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
LI - Light Industrial
HI - Heavy Industrial
OS - Open Space
P - Park
PQP - Public/Quasi-Public
UR-AG - Urban Reserve Agriculture
UR-LI - Urban Reserve Light Industrial
Sources: San Joaquin County GIS; City of Manteca General Plan; USGS Roads Database. Map date: August 19, 2022.
NORTHWEST AIRPORT WAY MASTER PLAN
MANTECA, CALIFORNIA
Figure 4. General Plan Land Use Map
0 500 1,000 2,000
Feet
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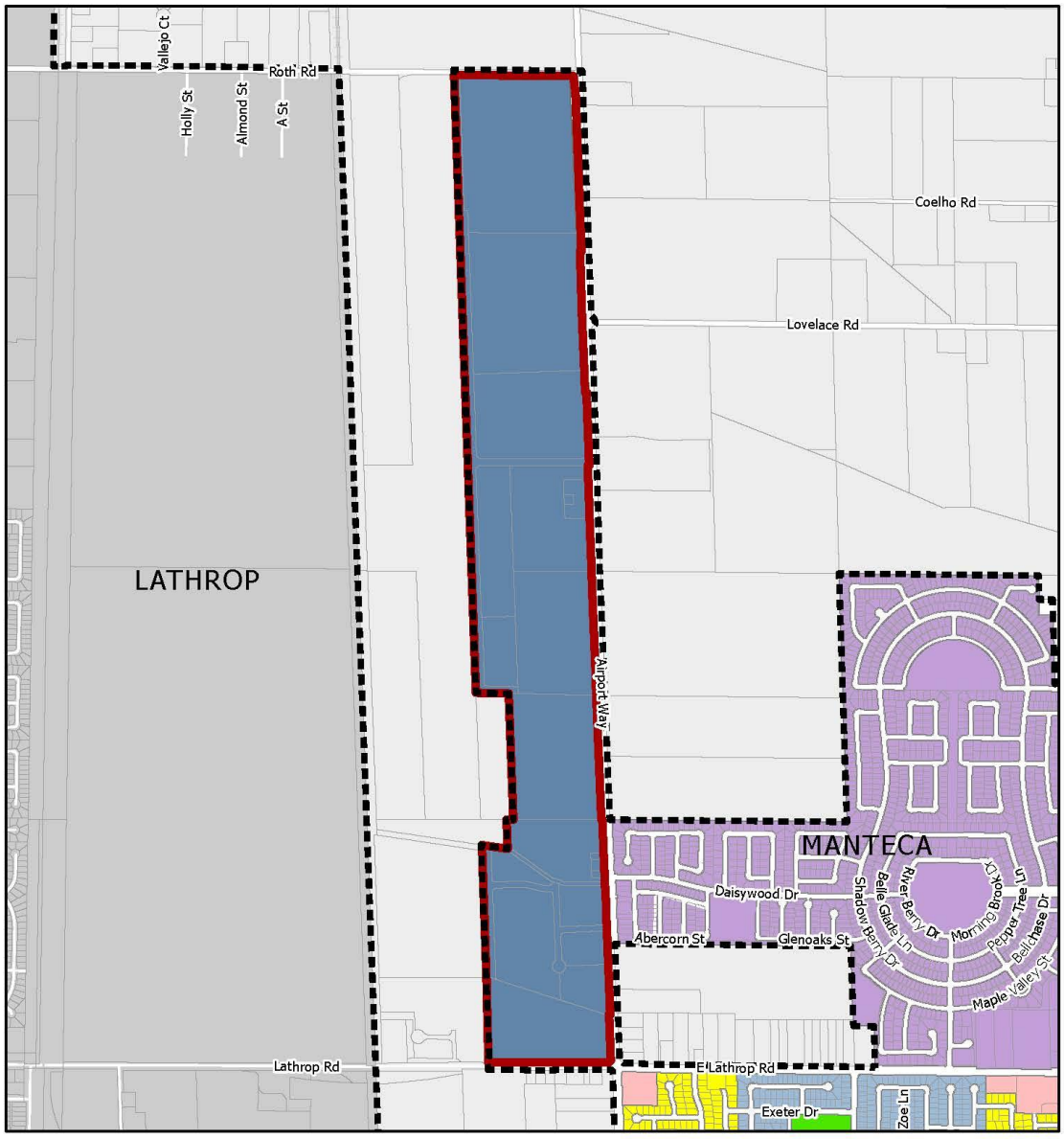
Vallejo Ct
Roth Rd
Holly St
Almond St
A St
Coelho Rd
Lovelace Rd
LATHROP
Airport Way
MANTECA
Daisywood Dr
Abercorn St
Glenoaks St
Shadow Berry Dr
Belle Glade Ln
River Berry Dr
Morning Brook Ct
Pepper Tree Ln
Bellchase Dr
Maple Valley St
Lathrop Rd
E Lathrop Rd
Exeter Dr
Zoe Ln
Legend
City of Manteca
City of Lathrop
Master Plan Boundary
Parcel Boundary
Union Pacific Railroad
R1 - One Family Dwelling
CN - Neighborhood Commercial
P - Park
PD - Planned Development
MP - Master Plan
SP -Specific Plan
NORTHWEST AIRPORT WAY MASTER PLAN
MANTECA, CALIFORNIA
Figure 5. Zoning Map
0
500
1,000
2,000
Feet
Sources: San Joaquin County GIS; City of Manteca Zoning Map, May 2019; USGS Roads Database. Map date: August 22, 2022.
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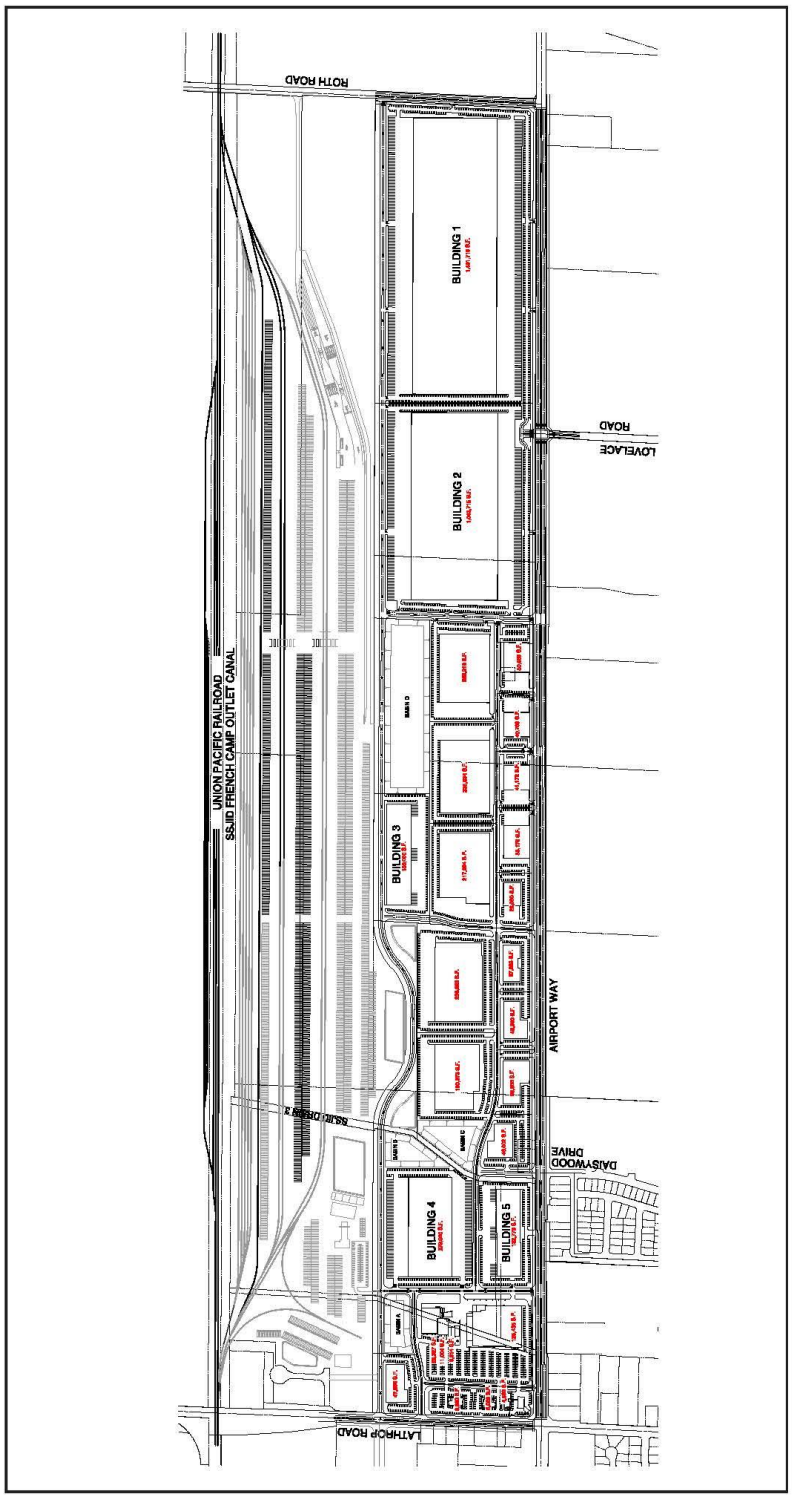

Figure 6. Original Conceptual Master Plan

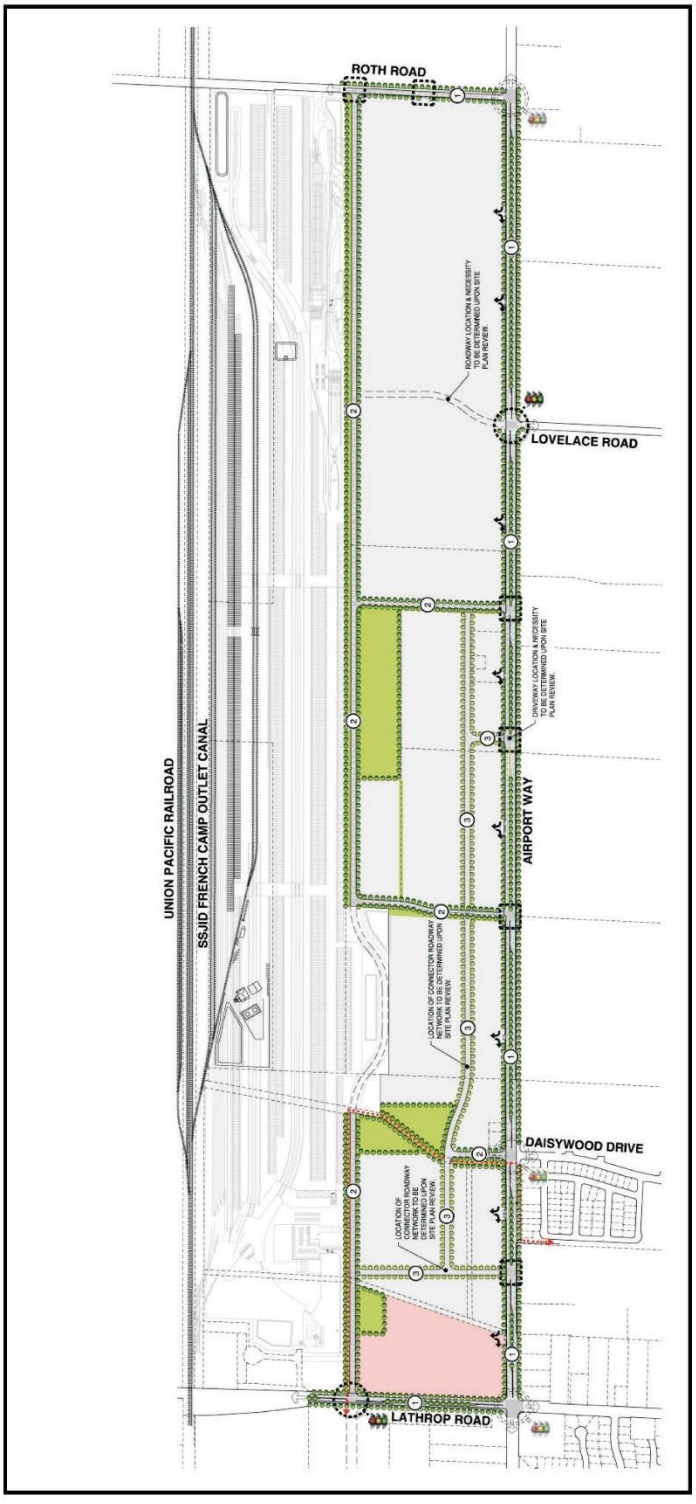

Figure 7. Original Conceptual Circulation Plan

Source: Michael Brandman Associates, 7/2010 - Strategic Planning Collaborative, LLC. (July, 8, 2010). Map date: August 23, 2022.

3.0 ENVIRONMENTAL ANALYSIS

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

The proposed changes do not cause a new significant impact or substantially increase the severity of a previously identified significant impact, and there have been no other changes in the circumstances that meet this criterion (CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions on the property not contemplated and analyzed in the EIR that would result in new or substantially more severe environmental impacts. There is no new information of substantial importance (which was not known or could not have been known at the time of the application, that identifies: a new significant impact (condition "A" under CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition "B" CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects; or mitigation measures or alternatives which are considerably different from those analyzed in the EIR which would substantially reduce one or more significant effects on the environment (conditions "C" and "D" CEQA Guidelines Section 15162[a][3]). None of the "new information" conditions listed in the CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a Subsequent or Supplemental EIR.

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

The section below identifies the environmental topics addressed in the EIR, provides a summary of impacts associated with the Original Project, as described in the EIR, and includes a brief analysis of the potential impacts associated with the Refined Project when compared to the Original Project.

SECTION 3.1 – AESTHETICS, LIGHT, AND GLARE

Impact AES-1: The proposed project would not have a substantial adverse effect on a scenic vista.	No mitigation is necessary.	Less than significant impact.
Impact AES-2: The proposed project would not degrade the visual character of the project site and its surroundings.	No mitigation is necessary.	Less than significant impact.
Impact AES-3: Implementation of the proposed project would not result in the introduction of substantial new sources of light and glare.	No mitigation is necessary.	Less than significant impact.

Discussion

The above impacts were identified and discussed in the Draft EIR. The Original Project anticipated industrial and commercial land uses to be developed on the project site. The Refined Project is consistent with the land uses that were anticipated by the Original Project and within the footprint of the Original Project. The Refined Project provides more specific details, including specific site plans and roadway patterns. These details were conceptualized at the time of the Original EIR for the purpose of establishing assumptions that could be analyzed in the EIR. The more specific details and refinements that are now known based on site specific site plans do not result in any new or increased impact that were not already anticipated for the Master Plan area.

The Refined Project would not result in any new potential aesthetic impacts and would not increase the significance of any aesthetic impacts identified in the Original Project or Refined Project. Much of the Master Plan area has built out under review of the City of Manteca' design requirements, which has ensured that the exterior facades of the structures, landscaping, streetscape improvements, and exterior lighting improvements are compatible with the surrounding land uses. Additionally, there are no new impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

SECTION 3.2 – AGRICULTURAL RESOURCES

Impact AG-1: The proposed project may result in the conversion of Important Farmland to non-agricultural use.	MM AG-1: At the time building permits are sought for any Master Plan contemplated use, the project applicant shall pay the required City of Manteca agricultural mitigation fee to help offset the conversion of Important Farmland pursuant to Manteca Municipal Code Chapter 13.42.	Significant and unavoidable impact.
Impact AG-2: The proposed project would not conflict with existing zoning for agricultural use or conflict with a Williamson Act contract.	No mitigation is necessary.	Less than significant impact.
Impact AG-3: The proposed project would not involve other changes in the existing environment, which, because of their location or nature, could result in conversion of farmland to non-agricultural use.	No mitigation is necessary.	Less than significant impact.

Discussion

The above agricultural impacts were identified and discussed in the Draft EIR. The Original Project anticipated industrial and commercial land uses to be developed on the project site. The Refined Project is within the footprint of the Original Project and has the same physical environmental impacts. The Refined Project provides more specific details, including specific site plans and roadway patterns, but that does not change the physical environmental impacts on this topic. The Refined Project would not result in any new potential agricultural impacts and would not increase the significance of any agricultural impacts identified in the Original Project. Additionally, there are no new agricultural impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.3 AIR QUALITY

Impact AIR-1: Project construction and operational emissions may violate any air quality standard or contribute substantially to an existing or projected air quality violation.	MM AIR-1a: Prior to issuance of grading permits for each Master Plan use, the project applicant shall provide information to the City of Manteca describing the methods by which the following measures will be complied with: • Off-road equipment used onsite shall achieve a fleet average emissions equal to or less than the Tier II emissions standard of 4.8 grams of NOx per horsepower hour. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards. Tier II emission standards are set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. • Construction equipment shall be properly maintained at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and data sheets of equipment design specifications shall be kept on-site during construction. • Onsite construction equipment shall not idle for more than 5 minutes in any one hour. • During the building phase, onsite electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators. • Construction workers shall be encouraged to carpool to and from the construction site to the greatest extent practical. Workers shall be informed in writing and a letter shall be placed on file in the City office documenting efforts to carpool. MM AIR-1b: During the architectural coating phase for all Master Plan uses, paints with a volatile organic compound content less than 10 grams per liter shall be used. MM AIR-1c: Prior to issuance of building permits for each Master Plan building, the project applicant shall demonstrate compliance with all applicable requirements of San Joaquin Valley Air Pollution Control District, Rule 9510 via the submittal of a Rule 9510 Implementation Plan to the City of Manteca for review and approval. The implementation plan shall achieve a 33-percent reduction in NOx and a 45-percent reduction in PM10 over the first 10 years of operations through the use of onsite emissions reduction measures or through the payment of offsite mitigation fees to the SJVAPCD for purchase of emission reductions. The requirements of the approved implementation plan shall be incorporated into the proposed project. MM AIR-1d: Prior to approval of the final site plan for each Master Plan building that would receive 10 more truck deliveries per week, the project applicant shall demonstrate that the following anti-idling measures would be implemented: • Provide available electricity hookups for trucks in the loading dock areas. • Signs shall be posted in dock areas advising drivers that idling shall not occur for more than 3 minutes.	Significant unavoidable impact.

	• Telephone numbers of the building facilities manager and the California Air Resources Board shall be posted on signs at truck entrances to report idling violations.	
Impact AIR-2: Project operational emissions would not violate any air quality standard or contribute substantially to an existing or projected air quality violation associated with carbon monoxide hot spots.	No mitigation is necessary.	Less than significant impact.
Impact AIR-3: The project may conflict with or obstruct implementation of the applicable air quality attainment plan.	Implement Mitigation Measures AIR-1a, AIR-1b, AIR-1c, AIR-1d, TRANS-6a, TRANS-6b, TRANS-6c, and TRANS-6d.	Significant unavoidable impact.
Impact AIR-4: The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable national or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).	Implement Mitigation Measures AIR-1a, AIR-1b, AIR-1c, AIR-1d, TRANS-6a, TRANS-6b, TRANS-6c, and TRANS-6d.	Significant unavoidable impact.
Impact AIR-5: The project would not expose sensitive receptors to substantial pollutant concentrations.	No mitigation is necessary.	Less than significant impact.
Impact AIR-6: The project may create objectionable odors affecting a substantial number of people.	MM AIR-6: Prior to final site plan approval for any Master Plan use that includes food service (i.e., restaurants, cafeterias, etc.), the applicant shall demonstrate compliance with SJVAPCD Rules 4102 (Nuisance) and 4692 (Commercial Charbroiling) to the extent that these rules are applicable. Compliance may entail the installation of kitchen exhaust vents, exhaust filtration systems, or other odor-reduction measures in accordance with accepted engineering practice. The approved plans shall be incorporated into the proposed project.	Less than significant impact.
Impact AIR-7: The project may generate greenhouse gas emissions that may have a significant impact on the environment and conflict with any	Implement Mitigation Measures AIR-1a, AIR-1d, PSU-3a, PSU-3b, PSU- 6a, PSU-6b, TRANS-6a, TRANS-6b, TRANS-6c, and TRANS-6d.	Less than significant impact.

applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.		
Impact AIR-8: The project may be affected by climate change through a reduction in the quality and supply of water available within the State or increased flooding.	Implement Mitigation Measures HYD-5a, HYD-5b, PSU-3a, and PSU-3b.	Less than significant impact.

Discussion

These impacts were identified and discussed in the Draft EIR.

Operational Emissions

The Refined Project does not designate any new sites for development and would not result in any substantial changes to the site uses or location of development. The Refined Project would not result in any significant changes that would change impacts associated with operational emissions. The traffic generated by the Refined Project is in alignment with the traffic that was anticipated in the Original Project; however, it is noteworthy that there have been significant emission and fuel efficiency improvements in mobile sources, and energy efficiency in area sources when compared to what was assumed under the Original Project. Overall, operational emissions would have a negligible change under the Refined Project, but quantitatively are reduced as a result of the fuel efficiency standards and air quality regulations that have come into effect since the original approval.

Construction Emissions

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

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

Carbon Dioxide Hotspots

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

Toxic Air Contaminants

A Toxic Air Contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TACs that

may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards.

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

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

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

TABLE 3: CARB MINIMUM SEPARATION RECOMMENDATIONS ON SITING SENSITIVE LAND USES

Source Category	*Advisory Recommendations*
Freeways and High-Traffic Roads	• Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	• Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). • Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	• Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. • Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	• Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the CARB on the status of pending analyses of health risks.

Refineries	• Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	• Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloro-ethylene	• Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perc dry cleaning operations.
Gasoline Dispensing Facilities	• Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

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

There are existing and proposed sensitive receptors adjacent to the Refined Project. The Refined Project includes shifted truck traffic, which is the main emitter of diesel particulates, onto Intermodal Way and Roth Road. This travel characteristic changes provides a greater distance for truck traffic from sensitive receptors along Airport Way and Lathrop Road, which is a beneficial impact.

Objectionable Odors

Implementation of the Refined Project would not directly create or generate objectionable odors to a significant degree.

Cumulative Air Quality Impacts

As shown above, the Refined Project would result in air emissions that are largely similar to what was anticipated by the Original Project, although the improvements to fuel efficiency standards and air quality regulations is anticipated to cause emissions to be lower than originally anticipated. The Refined Project does not conflict with the land use assumptions used to prepare the applicable air quality attainment plan (AQAP) and State Implementation Plan (SIP). The same mitigation measures included in the Draft EIR would be applicable to the Refined Project. The Refined Project would not have any cumulative air quality impacts beyond what was addressed in the EIR.

Conclusion

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

3.4 BIOLOGICAL RESOURCES

Impact BIO-1: Development activities contemplated by the Master Plan may have a substantial adverse effect, either directly or through habitat modifications, on special-status wildlife species.	MM BIO-1a: If ground clearing or vegetation removal activities occur during the nesting season (February 15 through August 31), then pre- construction surveys for nesting birds shall be conducted in all area suitable for nesting that are located within 250 feet of the Master Plan area. Surveys shall be conducted no more than 15 days prior to the beginning of ground disturbance. If an active nest is located, a 250-foot buffer shall be delineated and maintained around the nest until a qualified biologist has determined that fledging has occurred. Alternatively, CDFG may be consulted to determine if the protective buffer can be reduced based upon individual species responses to disturbance. This mitigation measure does not apply if ground clearing or vegetation removal activities occur outside of the nesting season (September 1 through February 14). MM BIO-1b: No more than 30 day prior to the beginning of ground disturbance, a pre-construction survey for burrowing owls shall be conducted by a qualified biologist in general accordance with the Burrowing Owl Survey Protocol and Mitigation Guidelines by the California Burrowing Owl Consortium. Should the surveys be scheduled to occur during the period extending from February 1 through May 1, then surveys shall be conducted no more that 15 days prior to the start of ground disturbance. Surveys shall be conducted from 2 hours before sunset to 1 hour after sunset, or from 1 hour before sunrise to 2 hours after sunrise, and shall be conducted during weather conducive to observing owls outside of their burrows. No surveys shall occur during heavy rain, high winds, or dense fog. If occupied burrows are found, mitigation for potential impacts shall follow the guidelines outlined by the Burrowing Owl Survey Protocol and Mitigation Guidelines, including passive relocation.	Less than significant impact.
Impact BIO-2: Development activities contemplated by the Master Plan may have a substantial adverse effect on riparian habitat.	MM BIO-2: Prior to issuance of grading permits within any impacted resource area, the project applicant shall obtain all required authorization from agencies with jurisdiction over the drainage canals within the Master Plan area. Such agencies may include but are not limited to the United States Army Corps of Engineers, the California Department of Fish and Game, and the Central Valley Regional Water Quality Control Board. Impacted resources shall be offset through onsite restoration, offsite restoration, or purchase of credits at an agency-approved mitigation bank in the region at no less than a 1:1 ratio.	Less than significant impact.
Impact BIO-3: Development activities contemplated by the Master Plan may have a substantial adverse effect on federally protected wetlands.	MM BIO-3: Prior to issuance of grading permits, the project applicant shall obtain all required authorization from agencies with jurisdiction over the drainage canals within the Master Plan area. This authorization may involve approvals from the United States Army Corps of Engineers and the Central Valley Regional Water Quality Control Board. Impacted features shall be offset through onsite restoration, offsite restoration, or purchase of credits at an agency-approved mitigation bank in the region at no less than a 1:1 ratio.	Less than significant impact.

Impact BIO-4: Development activities contemplated by the Master Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species.	No mitigation is necessary.	Less than significant impact.
Impact BIO-5: Development activities contemplated by the Master Plan may conflict with local biological policies or ordinances.	MM BIO-5: Prior to issuance of grading permits for any activities that would remove one or more trees subject to City of Manteca Ordinance 17.19.060, the applicant shall prepare and submit a tree removal and replacement plan to the City of Manteca for review and approval. The plan shall identify all trees proposed for removal and proposed replacement tree species and locations. Replacement shall occur at no less than a 1:1 ratio. All replacement trees shall be no less than a 24-inch box size species.	Less than significant impact.
Impact BIO-6: Development activities contemplated by the Master Plan may conflict with the provisions of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.	MM BIO-6: Prior to issuance of the first grading or building permit for the Master Plan, the project applicant shall obtain coverage under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. Coverage shall consist of approval of the Master Plan-specific "Section 8.2.1 (10) Checklist for Unmapped SJMSCP Projects" by the San Joaquin Council of Governments Technical Advisory Committee. The applicant shall pay all required fees to the San Joaquin Council of Governments prior to the commencement of construction activities.	Less than significant impact.

Discussion

The above biological impacts were identified and discussed in the Draft EIR. The Original Project anticipated industrial and commercial land uses to be developed on the project site. The Refined Project is within the footprint of the Original Project and has the same physical environmental impacts. The Refined Project provides more specific details, including specific site plans and roadway patterns, but that does not change the physical environmental impacts on this topic. The Refined Project would not result in any new potential biological impacts and would not increase the significance of any biological impacts identified in the Original Project. Additionally, there are no new biological impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.5 CULTURAL RESOURCES

Impact CUL-1: The proposed project may cause a substantial adverse change in the significance of a historical resource.	MM CUL-1: If potentially significant historic resources are encountered during subsurface excavation activities for any Master Plan use, all construction activities within a 100-foot radius of the resource shall cease until a qualified archaeologist determines whether the resource requires further study. The City shall require that the applicant include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. If the resource is determined to be significant under CEQA, the City and a qualified archaeologist shall determine whether preservation in place is feasible. Such preservation in place is the preferred mitigation. If such preservation is infeasible, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan for the resource. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive written report and file it with the appropriate information center (California Historical Resources Information System), and provide for the permanent curation of the recovered materials.	Less than significant impact.
Impact CUL-2: Subsurface construction activities associated with the proposed project may damage or destroy previously undiscovered archaeological resources.	MM CUL-2: If potentially significant archaeological resources are encountered during subsurface excavation activities, all construction activities within a 100-foot radius of the resource shall cease until a qualified archaeologist determines whether the resource requires further study. The City shall require that the applicant include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. If the resource is determined to be significant under CEQA, the City and a qualified archaeologist shall determine whether preservation in place is feasible. Such preservation in place is the preferred mitigation. If such preservation is infeasible, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan for the resource. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive written report and file it with the appropriate information center (California Historical Resources Information System), and provide for the permanent curation of the recovered materials.	Less than significant impact.

Impact CUL-3: Subsurface construction activities associated with the proposed project may damage or destroy previously undiscovered paleontological resources.	MM CUL-3: In the event that plant or animal fossils are discovered during subsurface excavation activities for the proposed project, all excavation within 50 feet of the fossil shall cease until a qualified paleontologist has determined the significance of the find and provides recommendations in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the City of Manteca to determine procedures to be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the City determines that avoidance is not feasible, the paleontologist shall design and implement a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval. Upon approval, the plan shall be incorporated into the project.	Less than significant impact.
Impact CUL-4: Subsurface construction activities associated with the proposed project may damage or destroy previously undiscovered human remains.	MM CUL-4: If previously unknown human remains are encountered during construction activities, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed: In the event of an accidental discovery or recognition of any human remains, Public Resource Code Section 5097.98 must be followed. Once project-related ground disturbance begins and if there is accidental discovery of human remains, the following steps shall be taken: • There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the San Joaquin County Coroner's Office is contacted to determine if the remains are Native American and if an investigation into cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.	Less than significant impact.

Discussion

The above cultural impacts were identified and discussed in the Draft EIR. The Original Project anticipated industrial and commercial land uses to be developed on the project site. The Refined Project is within the footprint of the Original Project and has the same physical environmental impacts. The Refined Project provides more specific details, including specific site plans and roadway patterns, but that does not change the physical environmental impacts on this topic. The Refined Project would not result in any new potential cultural impacts and would not increase the significance of any cultural impacts identified in the Original Project. Additionally, there are no new cultural impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.6 GEOLOGIY, SOILS, AND SEISMICITY

Impact GEO-1: Development of the proposed project may expose persons or structures to seismic hazards.	MM GEO-1: Prior to issuance of building permits for each Master Plan use, the project applicant shall submit a design-level geotechnical study and building plans to the City of Manteca for review and approval. The building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the most recent version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. The approved plans shall be incorporated into the proposed project. All onsite soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.	Less than significant impact.
Impact GEO-2: Construction activities associated with the proposed project have the potential to create erosion and sedimentation.	Implement Mitigation Measure HYD-1.	Less than significant impact.
Impact GEO-3: The proposed project would not expose persons or structures to hazards associated with unstable geologic units or soils.	Implement Mitigation Measure GEO-1.	Less than significant impact.
Impact GEO-4: Development of the proposed project would not expose persons or structures to hazards associated with expansive soils.	No mitigation is necessary.	Less than significant impact.

Discussion

The above geology, soils, and seismicity impacts were identified and discussed in the Draft EIR. The Original Project anticipated industrial and commercial land uses to be developed on the project site. The Refined Project is within the footprint of the Original Project and has the same physical environmental impacts. The Refined Project provides more specific details, including specific site plans and roadway patterns, but that does not change the physical environmental impacts on this topic. The Refined Project would not result in any new potential geology, soils, and seismicity impacts and would not increase the significance of any geology, soils, and seismicity impacts identified in the Original Project. Additionally, there are no new geology, soils, and seismicity impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.7 HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-1: Development of the proposed project does not have the potential to expose human health and the environment to hazardous materials associated with past or present usage of the project site or surrounding land uses.	MM HAZ-1a: Prior to grading activities for any Master Plan use in areas where THP-D has been detected, the applicant shall conduct soil sampling to delineate the horizontal and vertical extent of the TPH-D in order to implement a soil remediation program. Soil remediation shall be conducted in accordance with California Department of Toxic Substances Control (DTSC) guidelines. Contaminated soil shall be excavated and disposed of at an approved disposal facility. Following excavation, confirmation sampling shall be conducted to confirm whether remaining soil meets acceptable applicable regulatory levels. The excavation shall be backfilled with clean soil. MM HAZ-1b: Prior to grading activities for any Master Plan use, any onsite wells or septic systems intended to be removed shall be destroyed under permit and inspection with San Joaquin County Environmental Health Department. MM HAZ-1c: Prior to demolition activities of any structures located within the Master Plan area, the project applicant shall retain a certified hazardous waste contractor to determine the presence or absence of building materials or equipment that contains hazardous waste, including asbestos, lead-based paint, mercury, and PCBs. If such substances are found to be present, the contractor shall properly remove and dispose of these hazardous materials in accordance with federal and state law. All removal activities shall be completed prior to commencement of demolition activities.	Less than significant impact.
Impact HAZ-2: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions.	Implement Mitigation Measure HAZ-1c.	Less than significant impact.
Impact HAZ-3: The proposed project would not result in an aviation safety hazard for people residing or working within the Stockton Metropolitan Airport Influence Area.	No mitigation is necessary.	Less than significant impact.
Impact HAZ-4: The proposed project would not impair implementation of or physically interfere with	No mitigation is necessary.	Less than significant impact.

an adopted emergency response plan or emergency evacuation plan.		

Discussion

The hazards and hazardous materials impacts were identified and discussed in the Draft EIR. The Original Project anticipated industrial and commercial land uses to be developed on the project site. The Refined Project is within the footprint of the Original Project and has the same physical environmental impacts. The Refined Project provides more specific details, including specific site plans and roadway patterns, but that does not change the physical environmental impacts on this topic. The Refined Project would not result in any new potential hazards and hazardous materials impacts and would not increase the significance of any hazards and hazardous materials impacts identified in the Original Project. Additionally, there are no new hazards and hazardous materials impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.8 HYDROLOGY AND WATER QUALITY

Impact HYD-1: Construction activities associated with the proposed project have the potential to degrade water quality in downstream water bodies.	MM HYD-1: Prior to the issuance of grading or building permits for each proposed activities within the Master Plan area, the project applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Manteca that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, monitoring, and maintenance; site restoration; contingency measures; responsible parties; and agency contacts. The SWPPP shall include but not be limited to the following elements: • Temporary erosion control measures shall be employed for disturbed areas. • Specific measures shall be identified to protect the onsite open drainages during construction of the proposed resort. • Specific measures shall be identified to protect the French Camp Outlet Canal and Drain 3 during any construction activities. • No disturbed surfaces shall be left without erosion control measures in place during the winter and spring months. • Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures. • The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains. • BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the RWQCB to determine adequacy of the measure. • In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.	Less than significant impact.
Impact HYD-2: Operational activities associated with the proposed project have the potential to degrade water quality in downstream water bodies.	MM HYD-2: Prior to the issuance of building or grading permits for any development activities that occur pursuant to the Master Plan, the project applicant shall submit a stormwater quality control plan to the City of Manteca for review and approval. The plan shall include a detailed drainage plan and identify expected site-specific pollutants and required measures to treat those pollutants before they reach the regional detention basins and, ultimately, the French Camp Outlet Canal and San Joaquin River. The approved measures shall be incorporated into the proposed project. The plan will describe monitoring and performance measures and standards required in order to ensure water quality is adequately protected during operation of all proposed sites within the project area. Examples of stormwater pollution prevention measures and practices to be incorporated into the plan include but are not limited to:	Less than significant impact.

	• Strategically placed bioswales and landscaped areas that promote percolation of runoff • Pervious pavement • Roof drains that discharge to landscaped areas • Trash enclosures with screen walls and roofs • Stenciling on storm drains • Curb cuts in parking areas to allow runoff to enter landscaped areas • Rock-lined areas along landscaped areas in parking lots • Catch basins • Oil/water separators • Regular sweeping of parking areas and cleaning of storm drainage facilities • Employee training to inform maintenance personnel of stormwater pollution prevention measures	
Impact HYD-3: The proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge.	No mitigation is necessary.	Less than significant impact.
Impact HYD-4: The proposed project would increase impervious surface coverage, which may result in increased stormwater runoff volumes and peak flows.	MM HYD-4: Prior to the issuance of building or grading permits for the proposed project, the project applicant shall submit a stormwater quality control plan for the project as a whole to the City of Manteca for review and approval. The plan shall include a detailed drainage plan that demonstrates attainment of pre-project runoff requirements prior to release at the outlet canal and describes the volume reduction measures and treatment controls used to reach attainment. The drainage plan shall identify all expected flows from the project area and the location, size, and type of facilities used to retain and treat the runoff volumes and peak flows to meet pre-project conditions. The approved drainage plan shall be incorporated into the proposed project.	Less than significant impact.
Impact HYD-5: The proposed project may place structures within a 100-year flood hazard area that may have the potential to divert flood flows or be subjected to flood hazard.	MM HYD-5a: Prior to the issuance of grading or building permits, the project applicant must revisit the status of the provisionally accredited levees providing 100-year level of flood protection to the Master Plan area to determine it is still the case and the Master Plan remains outside of the 100-year flood hazard. MM HYD-5b: Prior to the issuance of grading permits, the project applicant shall either demonstrate that the developed portions of the Master Plan are outside of the anticipated 200-year flood hazard area or incorporate measures into the Master Plan to achieve a 200-year level of flood protection for any site installations that will occur in 2012 or later.	Less than significant impact.
Impact HYD-6: The proposed project may expose people or structures to a significant	No mitigation is necessary.	Less than significant impact.

risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam.		

Discussion

The hydrology and water quality impacts were identified and discussed in the Draft EIR. The Original Project anticipated industrial and commercial land uses to be developed on the project site. The Refined Project is within the footprint of the Original Project and has the same physical environmental impacts. The Refined Project provides more specific details, including specific site plans and roadway patterns, but that does not change the physical environmental impacts on this topic. The Refined Project would not result in any new potential hydrology and water quality impacts and would not increase the significance of any hydrology and water quality impacts identified in the Original Project. Additionally, there are no new hydrology and water quality impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.9 LAND USE

Impact LU-1: The proposed project would not physically divide an established community.	No mitigation is necessary.	Less than significant impact.
Impact LU-2: The proposed project would be consistent with applicable provisions of the City of Manteca General Plan.	No mitigation is necessary.	Less than significant impact.
Impact LU-3: The proposed Master Plan and non- master plan annexations would be consistent with the applicable provisions of the Manteca Municipal Code.	No mitigation is necessary.	Less than significant impact.
Impact LU-4: The proposed project would be consistent with the applicable recommendations of the adopted San Joaquin County Airport Land Use Plan.	No mitigation is necessary.	Less than significant impact.
Impact LU-5: The proposed project would not conflict with any of the applicable policies established by the San Joaquin County Local Agency Formation Commission.	No mitigation is necessary.	Less than significant impact.
Impact LU-6: The proposed project may not be consistent with the applicable policies of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.	Implement Mitigation Measure BIO-6.	Less than significant impact.

Discussion

The land use impacts were identified and discussed in the Draft EIR. The Original Project anticipated industrial and commercial land uses to be developed on the project site. The Refined Project is within

the footprint of the Original Project and has the same physical environmental impacts. The Refined Project provides more specific details, including specific site plans and roadway patterns, but that does not change the physical environmental impacts on this topic. The Refined Project would not result in any new potential land use impacts and would not increase the significance of any land use impacts identified in the Original Project. Additionally, there are no new land use impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.10 NOISE

Impact NOI-1: Construction activities associated with the proposed project may expose nearby land uses to excessive noise levels.	MM NOI-1: During construction activities for all Master Plan uses, the applicant shall require its construction contractors to adhere to the following noise attenuation requirements: • Construction activities shall be limited to the hours between 7 a.m. to 8 p.m. daily. The City of Manteca Director of Public Works shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete). • All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. If no noise-reduction features were installed by the manufacturer, then the contractor shall require that at least a muffler be installed on the equipment. • Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from the nearest residence, unless safety or technical factors take precedence (e.g., an equipment breakdown). • A 10-foot-high construction noise barrier shall be installed along the edge of the Master Plan area within 300 feet of any offsite residence prior to start of grading activities. The noise barrier shall either be constructed of a minimum 0.5-inch plywood or utilize acoustical blankets with a minimum Sound Transmission Class of 12. The barrier shall remain in place until noise intensive aspects of construction are completed.	Less than significant impact.
Impact NOI-2: Construction and operational activities associated with the proposed project would not generate substantial groundborne vibration.	No mitigation is necessary.	Less than significant impact.
Impact NOI-3: The proposed project's vehicular trips would not cause a substantial permanent increase in ambient noise levels.	No mitigation is necessary.	Less than significant impact.
Impact NOI-4: The proposed project would not generate stationary noise levels that cause significant impacts at nearby receptors.	MM NOI-4: During Master Plan operations, the use of street sweepers and mechanical landscape maintenance equipment (lawnmowers, leaf blowers, etc.) shall be prohibited between the hours of 10 p.m. and 7 a.m.	Less than significant impact.

Impact NOI-5: The proposed project would not generate combined stationary and transportation noise levels that cause significant impacts at nearby receptors.	No mitigation is necessary.	Less than significant impact.
Impact NOI-6: The proposed project would not expose persons residing or working in the project vicinity to excessive aviation noise levels.	No mitigation is necessary.	Less than significant impact.

Discussion

The land use impacts were identified and discussed in the Draft EIR. The Original Project anticipated industrial and commercial land uses to be developed on the project site. The Refined Project is within the footprint of the Original Project and has the same development characteristics. The Refined Project provides more specific details, including specific site plans and roadway patterns. The Refined Project will remove trips distributed to the more noise sensitive residential areas along Airport Way and Lathrop Road, and divert them to Roth Road which is a planned STAA Route intended to accommodate heavy truck trips. The change is a beneficial noise impact. The Refined Project would not result in any new significant and adverse noise impacts and would not increase the significance of any land use impacts identified in the Original Project. Additionally, there are no new noise impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.11 PUBLIC SERVICES AND UTILITIES

Impact PSU-1: The proposed project may contribute to a need for new or expanded fire protection facilities.	MM PSU-1: Prior to issuance of building permits for any Master Plan uses, the project applicant shall provide the City of Manteca will all applicable fire protection development fees in accordance with the latest adopted fee schedule.	Less than significant impact.
Impact PSU-2: The proposed project would not contribute to a need for new or expanded police protection facilities.	No mitigation is necessary.	Less than significant impact.
Impact PSU-3: The proposed project may not be served with sufficient water supplies from existing entitlements and resources and may require the construction of new water treatment facilities.	MM PSU-3a: Prior to issuance of building permits for each Master Plan use, the applicant shall prepare and submit documentation to the City of Manteca for review and approval identifying a non-potable irrigation system that is separate from the potable water systems. The non-potable irrigation system shall use non-potable well water until recycled water is available, at which point it shall be converted to use recycled water. MM PSU-3b: Prior to issuance of building permits for each Master Plan use, the applicant shall prepare and submit documentation to the City of Manteca for review and approval identifying that all appropriate and feasible water conservation measures are incorporated into the proposed use(s). The approved measures shall be incorporated into the final development plans. Examples of water conservation measures include but are not limited to: • Drought-tolerant landscaping or xeriscaping • Water efficient irrigation systems (drip irrigation, bubbler/soaker systems, hydrozones, evapotranspiration controllers, etc.) • Sensor-activated low-flow fixtures (e.g., faucets, urinals, and toilets)	Less than significant impact.
Impact PSU-4: The proposed project's effluent would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board and would not require the construction of new wastewater treatment facilities.	No mitigation is necessary.	Less than significant impact.

Impact PSU-5: The proposed project would not result require the construction of new downstream drainage facilities.	No mitigation is necessary.	Less than significant impact.
Impact PSU-6: The proposed project may not be served by a landfill with adequate capacity or comply with federal, state, and local statutes and regulations related to solid waste.	MM PSU-6a: Prior to issuance of building permits for any building developed pursuant to the Master Plan, the project applicant shall retain a qualified contractor to perform construction and demolition debris recycling. Following the completion of construction activities, the project applicant shall provide documentation to the satisfaction of the City of Manteca demonstrating that construction and demolition debris was recycled. MM PSU-6b: Prior to issuance of building permits for each building developed pursuant to the Master Plan, the project applicant shall provide information to the City of Manteca describing the methods by which recycling and waste diversion activities shall be achieved. This information shall include but is not limited to the type and location of facilities necessary to collect and store recyclable materials, contractors who would pick-up recyclable and reusable materials, and how recycling and waste diversion activities would be integrated into operational practices. To the extent feasible, centralized recycling facilities are encouraged to enhance the ease and efficiency of such practices. The approved facilities and practices shall be incorporated into the uses envisioned by the Master Plan.	Less than significant impact.
Impact PSU-7: The proposed project would not result in the inefficient, wasteful, or unnecessary use of energy.	No mitigation is necessary.	Less than significant impact.

Discussion

The public service and utilities impacts were identified and discussed in the Draft EIR. The Original Project anticipated industrial and commercial land uses to be developed on the project site, which would require public services and utilities to support the land uses. The Refined Project is within the footprint of the Original Project and has the same land use characteristics, which would require the same public services and utilities as anticipated by the Original EIR. The Refined Project provides more specific details, including specific site plans and roadway patterns, but that does not change the physical environmental impacts on this topic. The Refined Project would not result in any new potential public service or utilities impacts and would not increase the significance of any public service or utilities impacts identified in the Original Project. Additionally, there are no new public service or utilities impacts beyond what was addressed in the Final EIR, and there are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.12 TRANSPORTATION AND CIRCULATION

Impact TRANS-1: The CenterPoint Intermodal Facility would generate new trips that contribute to unacceptable intersection operations under Existing Plus Project Conditions.	MM TRANS-1: Prior to issuance of building permits for each Master Plan use, the applicant shall pay all transportation-related fees in accordance with the latest adopted fee schedule at the time permits are sought. Such fees shall include, but not be limited to, the City of Manteca Public Facilities Implementation Plan fee and the San Joaquin County Regional Transportation Impact Fee.	Significant unavoidable impact.
Impact TRANS-2: Both the CenterPoint Intermodal Facility and the Master Plan uses would generate new trips that contribute to unacceptable intersection and freeway operations under Cumulative Conditions.	MM TRANS-2a: Prior to issuance of building permits for each Master Plan use, the applicant shall provide fees to the City of Manteca for the installation of signals at the I-5 Northbound Ramps/Roth Road and I-5 Southbound Ramps/Roth Road intersections, provided that fee collection mechanism exists. Fee amounts shall be calculated in accordance with equitable share methodology. This mitigation measure shall be superseded by Mitigation Measure TRANS-1 if no fee collection mechanism exists for this improvement at the time building permits are sought. MM TRANS-2b: Prior to issuance of building permits for each Master Plan use, the applicant shall provide fees to the City of Manteca for improvements to the Roth Road/Harland Road intersection, provided that fee collection mechanism exists. The improvements shall consist of the installation of a signal and widening the westbound approach to include left-turn lane, through lane, and shared through/right lane. Fee amounts shall be calculated in accordance with equitable share methodology. This mitigation measure shall be superseded by Mitigation Measure TRANS-1 if no fee collection mechanism exists for this improvement at the time building permits are sought.	Significant unavoidable impact.
Impact TRANS-3: The proposed project would not cause a change in air traffic patterns that results in substantial safety risks.	No mitigation is necessary.	Less than significant impact.
Impact TRANS-4: The proposed project may substantially increase hazards that are due to a design feature or incompatible uses.	MM TRANS-4a: Prior to site plan review for each Master Plan use, the applicant shall consult with the City of Manteca Community Development Department about appropriate frontage improvements. All necessary frontage improvements shall be depicted on the final site plan and implemented as part of site development. MM TRANS-4b: Prior to site plan review for each Master Plan use, the applicant shall consult with the City of Manteca Community Development Department about the following roadway access issues listed below. The access evaluations shall be performed in accordance with the City's Transportation Impact Study Guidelines. All necessary improvements shall be depicted on the final site plan	Less than significant impact.

	and implemented as part of site development. Issues include but are not limited to: • Need for traffic signals at driveways • Traffic signal coordination and installation of associated signal conduits • Truck traffic volumes at driveways and associated lane storage requirements, right-turn deceleration needs, and curb return radii • Coordination and accommodation of driveways for future projects on the opposite side of the street • Pavement thickness	
Impact TRANS-5: The proposed project would provide adequate emergency access.	No mitigation is necessary.	Less than significant impact.
Impact TRANS-6: The proposed project may conflict with adopted policies, plans, or programs supporting alternative transportation.	MM TRANS-6a: Prior to site plan review for each Master Plan light industrial use, the applicant shall consult with the City of Manteca Community Development Department, Manteca Transit, and the San Joaquin Regional Transit District about the inclusion of appropriate transit facilities (turnouts, shelters, etc.) or services (e.g., an employee shuttle). If transit facilities are deemed to be necessary, they shall be provided on the final site plan. If transit services are deemed to be necessary, the applicant shall prepare a service plan and submit it to the City of Manteca for review and approval. The approved plan shall be incorporated into the project. To the extent feasible, transit facilities and services shall be coordinated among Master Plan uses to maximize efficiency and effectiveness. MM TRANS-6b: Prior to site plan review for each Master Plan light industrial use, the applicant shall consult with the City of Manteca Community Development Department about the inclusion of appropriate bicycle facilities (racks, lockers, etc.). If bicycle facilities are deemed to be necessary, such facilities shall be provided on the final site plan. MM TRANS-6c: Prior to site plan review for each Master Plan light industrial use, the applicant shall consult with the City of Manteca Community Development Department about the inclusion of appropriate pedestrian facilities. If pedestrian facilities are deemed to be necessary, such facilities shall be provided on the final site plan. MM TRANS-6d: Prior to site plan review for the Master Plan community commercial use, the applicant shall prepare and submit plans to the City of Manteca demonstrating access and facilities for public transit, bicycles, and pedestrians. Public transit facilities shall consist of at least one bus turnout with shelter, lighting, trash receptacle, and direct pedestrian connection to the community commercial center. Bicycle facilities shall consist of racks near building entrances that provide storage equivalent to 2 percent of the minimum Municipal Code parking requirement. Pedestrian facilities	Less than significant impact.

	shall consist of sidewalks along street frontages and direct connections between buildings. The approved facilities shall be incorporated in the community commercial center plans.	
Impact TRANS-7: Construction traffic and parking may adversely impact local circulation.	MM TRANS-7: Prior to issuance of grading permits for each Master Plan use, the applicant shall submit a Construction Traffic Control Plan to the City of Manteca for review and approval. The plan shall identify the timing and routing of all major construction equipment and trucking to avoid potential traffic congestion and delays on the local street network. The plan shall encourage the use of Interstate 5 (I-5), Roth Road, Airport Way, and Lathrop Road wherever practical. Anticipated temporary road closures should be identified, along with safety measures and detours. If necessary, construction equipment and materials deliveries shall be limited to off-peak hours to avoid conflicts with local traffic circulation. The plan shall also identify suitable locations for construction worker parking.	Less than significant impact.

Discussion

The Transportation Impact Analysis (TIA) for the NWAWMP EIR Addendum analyzes the anticipated trip generation for the approved but not yet constructed, pending and undeveloped areas in the NWAWMP and determines if additional impacts on the surrounding transportation network would occur from changes to the circulation patterns and access.

Original Traffic Assumptions: The NWAWMP notes that the CenterPoint Intermodal Facility would capitalize on its location adjacent the Lathrop Intermodal Terminal to provide a transload center that would allow the contents of containers to be stored in on-site warehouses, assembled in on-site facilities, and distributed off-site by truck or rail. Given this relationship between the CenterPoint Intermodal Facility and the Lathrop Intermodal Terminal, the NWAWMP EIR forecasted that approximately 19 percent of daily trips and 13 percent of am and 12 percent pm peak hour trips generated by CenterPoint would travel to the Lathrop Intermodal Terminal under cumulative conditions. Under cumulative conditions, the NWAWMP EIR forecasted that the CenterPoint Intermodal Facility would generate 3,570 daily, 285 a.m. peak hour and 438 p.m. peak hour vehicle trips, as shown in Table 4.

TABLE 4: CENTERPOINT INTERMODAL FACILITY TRIP GENERATION FROM NWAWMP EIR

Land Use	*Quantity (1,000 sq. ft.)*	*Trips*		
		Daily	*A.M. Peak Hour*	*P.M. Peak Hour*
CenterPoint Intermodal Facility (Distribution, High-Cube Warehouse, Light Industrial) – Trip Generation Rates	3,177	1.39	0.10	0.16
Gross Vehicle Trip Generation		4,420	327	495
CenterPoint-to-Lathrop Intermodal Terminal Internalization		(850)	(42)	(57)
New Vehicle Trips		**3,570**	**285**	**438**

SOURCE: NAWMP EIR, TABLE 3.12-8, 2010.

The NWAWMP EIR analysis reflected the internalized Lathrop Intermodal Terminal truck trips by reducing the number of trips entering/exiting onto Roth Road. The internalization was projected to

increase under cumulative conditions due to the assumed expansion of the Lathrop Intermodal Terminal.

The remaining properties in the NWAWMP (outside of the CenterPoint Intermodal Facility) consist of a mix of light industrial and community commercial uses. Table 5 presents the trip generation for these remaining master plan land uses. Under cumulative conditions, the remaining master plan land uses would generate 12,756 daily, 486 a.m. peak hour and 1,085 p.m. peak hour vehicle trips, as shown in Table 5.

TABLE 5: REMAINING NWAWMP LAND USES TRIP GENERATION FROM NWAWMP EIR

Land Use	Quantity (1,000 sq. ft.)	Trip Rate			Trips		
		Daily	A.M. Peak Hour	P.M. Peak Hour	Daily	A.M. Peak Hour	P.M. Peak Hour
High-Cube Warehouse	1,020.5	1.44	0.09	0.10	1,470	92	102
Light Industrial	191.3	6.94	0.71	0.61	1,327	136	116
Auto/Truck Parts/Service	63.8	17.10	1.93	1.93	1,091	86	123
Retail	205.82	52.75	5.01	5.01	10,857	236	1,032
Gross Vehicle Trips					14,745	550	1,373
Internalization and Pass By Retail Trips					(1,989)	(64)	(288)
New Vehicle Trips					**12,756**	**486**	**1,085**

SOURCE: NAWMP EIR, TABLE 3.12-9, 2010.

Combining the trip generation in Table 4 and Table 5 the NWAWMP EIR estimated that buildout of the NWAWMP would generate 16,326 daily, 771 a.m. peak hour and 1,523 p.m. peak hour vehicle trips as shown in Table 6.

Based on a total of 300.3 acres and 4,658,961 square feet of development in the NWAWMP Area, the blended trip generation per 1,000 square feet was estimated to be 3.50 daily, 0.17 a.m. peak hour and 0.33 p.m. peak hour vehicle trips.

TABLE 6: TRIP GENERATION SUMMARY – NWAWMP EIR

Land Use	Trips		
	Daily	A.M. Peak Hour	P.M. Peak Hour
New Vehicle Trips from Table 2	3,570	285	438
New Vehicle Trips from Table 3	12,756	486	1,085
Cumulative Plus Master Plan Buildout	**16,326**	**771**	**1,523**
Trip Generation per 1,000 square feet	**3.50**	**0.17**	**0.33**

NOTES: REFER TO TABLE 2 AND TABLE 3 FOR DETAILED TRIP GENERATION CALCULATIONS.

EXISTING NWAWMP DEVELOPED AREA PROJECT TRIP GENERATION: Approximately 148.5 (49%) of the 300.3-acre Master Plan area has been developed. It should be noted that part of the 148.5 acres of existing NWAWMP developed area, have been constructed as truck parking lots. The northern parking lot is located on the south end of Intermodal Way and the southern parking lot is located behind 2365 Airport Way (behind Crothall Laundry Services).

Tables 7 through 8 present the trip generation rates and projected trips generated for existing NWAWMP developments for Weekday Daily, AM Peak Hour, and PM Peak Hour Conditions for All Vehicles (Table 6) based on the blended trip rates from the NWAWMP EIR, and the City of Manteca Travel Demand Forecasting (TDF) Model being developed for the General Plan 2020/2040 Update.

TABLE 7: EXISTING NWAWMP DEVELOPED AREA TRIP GENERATION RATES

Land Use (ITE Code)	Gross Acres and Floor Area (Sq. Ft.)	Vehicle Trip Rate[1]						
		Daily	AM			PM		
		Total	Total	In	Out	Total	In	Out
Existing NWAWMP Development (Blended Trip Rate from Table 4)	148.5 acres (2,008,000 square feet)	3.50	0.17	0.12	0.05	0.33	0.11	0.22

NOTES:[1] TRIP RATES ARE BASED ON THE NAWMP AND THE CITY OF MANTECA TRAVEL DEMAND FORECASTING MODEL DEVELOPED FOR THE GENERAL PLAN 2020/2040 UPDATE.

SOURCE: FEHR & PEERS, 2022

TABLE 8: EXISTING NWAWMP DEVELOPED AREA TRIP GENERATION (ALL VEHICLES)

Project	Gross Acres and Floor Area (Sq. Ft.)	Daily (All Vehicles)	AM Peak Hour (All Vehicles)			PM Peak Hour (All Vehicles)		
		Total	Total	In	Out	Total	In	Out
Existing NAWMP Development	148.5 acres (2,008,000 square feet)	7,028	341	241	100	663	221	442

SOURCE: FEHR & PEERS, 2022

PENDING / UNDEVELOPED NWAWMP AREA PROJECT TRIP GENERATION: Tables 9 through 10 present the trip generation rates and projected trips generated by pending / undeveloped NWAWMP parcels for Weekday Daily, AM Peak Hour, and PM Peak Hour Conditions for All Vehicles based on the blended trip rates from the Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021) and the City of Manteca Travel Demand Forecasting (TDF) Model being developed for the General Plan 2020/2040 Update. Table 10 shows that the pending / undeveloped NWAWMP parcels will generate a total of 9,960 daily vehicle trips, 783 AM peak hour and 964 PM peak hour vehicle trips.

TABLE 9: PENDING / UNDEVELOPED NWAWMP AREA TRIP GENERATION RATES

Land Use (ITE Code)	Gross Acres and Floor Area (Sq. Ft.)	Vehicle Trip Rate[1]						
		Daily	AM			PM		
		Total	Total	In	Out	Total	In	Out
Pending / Undeveloped NWAWMP Development (Blended Trip Rate)	151.8 acres (2,651,000 square feet)	4.96	0.39	0.28	0.11	0.48	0.15	0.33

NOTES:[1] BLENDED TRIP RATES ARE BASED ON THE TRIP GENERATION MANUAL 11TH EDITION (INSTITUTE OF TRANSPORTATION ENGINEERS, 2021) AND THE CITY OF MANTECA TRAVEL DEMAND FORECASTING MODEL DEVELOPED FOR THE GENERAL PLAN 2020/2040 UPDATE.

SOURCE: FEHR & PEERS, 2022

TABLE 10: PENDING / UNDEVELOPED NAWMP AREA TRIP GENERATION (ALL VEHICLES)

Project	Gross Acres and Floor Area (Sq. Ft.)	Daily (All Vehicles)	AM Peak Hour (All Vehicles)			PM Peak Hour (All Vehicles)		
		Total	Total	In	Out	Total	In	Out
Pending / Undeveloped NWAWMP Development (Blended Trip Rate)	151.8 acres (2,651,000 square feet)	9,960	783	562	221	964	301	663

SOURCE: FEHR & PEERS, 2022

Table 11 presents the results of NWAWMP trip generation analysis for the existing and developed areas. The EIR addendum transportation analysis will be based on a total of 16,988 daily vehicle trips, 1,124 AM peak hour and 1,626 PM peak hour vehicle trips. When compared to the NWAWMP Environmental Impact Report (2010), the NWAWMP will generate a total of 662 new daily vehicle trips, 353 new AM peak hour, and 103 new PM peak hour vehicle trips.

TABLE 11: NWAWMP AREA TRIP GENERATION – ADDENDUM COMPARED TO EIR

Project	Gross Acres and Floor Area (Sq. Ft.)	Daily (All Vehicles)	AM Peak Hour (All Vehicles)			PM Peak Hour (All Vehicles)		
		Total	Total	In	Out	Total	In	Out
Existing NAWMP Development	148.5 acres (2,008,000 square feet)	7,028	341	241	100	663	221	442
Pending / Undeveloped NAWMP Development (Blended Trip Rate)	151.8 acres (2,651,000 square feet)	9,960	783	562	221	964	301	663
Cumulative Plus Master Plan Buildout	300.3 acres (4,658,961 square feet)	(16,326)	(771)	(554)	(227)	(1,523)	(508)	(1,015)
New Vehicle Trips		**662**	**353**	**259**	**95**	**103**	**14**	**89**

SOURCE: FEHR & PEERS, 2022

INTERSECTION LEVEL OF SERVICE – EXISTING CONDITIONS: The primary CEQA measure analyzed NWAWMP Environmental Impact Report (2010) was intersection level of service. The following sections present the results for Existing (Year 2022) and Existing With Pending / Undeveloped NWAWMP Area for Weekday AM and PM Peak Hour Conditions.

Table 12 presents the existing AM and PM peak hour intersection level of service for the fourteen (14) study intersections in the project study area. The Project Trip Generation analysis showed that during the AM peak hour, the pending / undeveloped NWAWMP parcels would add a total of 783 vehicles to the surrounding transportation network, consisting of 642 employee vehicles, and 141 delivery, California Legal or STAA Trucks. During the PM peak hour, the pending / undeveloped NWAWMP parcels would add a total of 964 vehicles to the surrounding transportation network, consisting of 770 employee vehicles, and 194 delivery, California Legal or STAA Trucks.

The results of the intersection level of service analysis showed that the pending / undeveloped NWAWMP parcels would not result in any intersections operating below acceptable level of service thresholds on the surrounding transportation network. All fourteen (14) study intersections would continue to operate at acceptable Level of Service D or better under Existing With Project Conditions.

TABLE 12: EXISTING LEVEL OF SERVICE ANALYSIS – NO PROJECT VERSUS WITH PENDING / UNDEVELOPED NWAWMP PARCELS WEEKDAY AM AND PM PEAK HOURS

Intersection (Control)	Existing (No Project)		Existing With Project	
	Delay AM(PM)	LOS AM(PM)	Delay AM(PM)	LOS AM(PM)
1. Roth Road / Intermodal Way (Signal)	8.5 (9.2)	A (A)	10.7 (11.2)	B (B)
2. Roth Road / Airport Way (Signal)	12.0 (13.1)	B (B)	16.8 (19.1)	B (B)
3. Roth Road / I-5 SB Ramps (SSSC)	18.5 (22.1)	C (C)	25.1 (27.8)	D (D)
4. Roth Road / I-5 NB Ramps (SSSC)	13.1 (15.7)	B (C)	16.8 (20.2)	C (C)
5. Lathrop Road / Airport Way (Signal)	26.6 (27.0)	C (C)	30.4 (31.6)	C (C)
6. Lathrop Road / I-5 NB Ramps (Signal)	13.1 (17.4)	B (B)	15.5 (21.2)	B (C)
7. Lathrop Road / I-5 SB Ramps (Signal)	14.4 (17.8)	B (B)	18.7 (22.4)	B (C)
8. Lathrop Road / Union Road (Signal)	31.7 (30.8)	C (C)	33.4 (3.7)	C (C)
9. Lathrop Road / SR 99 SB Ramps / Main Street (Signal)	21.1 (24.0)	C (C)	23.5 (27.8)	C (C)
10. Lathrop Road / SR 99 NB Ramps (Signal)	10.1 (9.9)	B (A)	11.5 (12.4)	B (B)
11. Airport Way / French Camp Road	21.2 (23.4)	C (C)	23.6 (25.8)	C (C)
12. Airport Way / Louise Avenue (Signal)	28.5 (29.6)	C (C)	31.2 (33.1)	C (C)
13. Airport Way / WB SR 120 Ramps (Signal)	11.8 (15.5)	B (B)	12.5 (16.1)	B (B)
14. Airport Way / EB SR 120 Ramps (Signal)	18.5 (21.2)	B (C)	20.2 (23.5)	B (C)

NOTES: SSSC = SIDE-STREET STOP CONTROL; LOS = LEVEL OF SERVICE

[1] FOR SIGNALIZED INTERSECTIONS AND ALL-WAY STOP CONTROLLED INTERSECTIONS, AVERAGE INTERSECTION DELAY IS REPORTED IN SECONDS PER VEHICLE FOR ALL APPROACHES. FOR SIDE STREET STOP-CONTROLLED INTERSECTIONS, INTERSECTION DELAY IS REPORTED IN SECONDS PER VEHICLE FOR THE OVERALL INTERSECTION AND (WORST-CASE) MOVEMENT. INTERSECTION DELAY IS CALCULATED BASED ON THE PROCEDURES AND METHODOLOGY CONTAINED IN THE HIGHWAY CAPACITY MANUAL 6TH EDITION (TRANSPORTATION RESEARCH BOARD, 2016).

SOURCE: FEHR & PEERS, 2022

INTERSECTION LEVEL OF SERVICE – CUMULATIVE CONDITIONS: The following sections present the results for Cumulative No Project and Cumulative With Pending / Undeveloped NAWMP Area for Weekday AM and PM Peak Hour Conditions. It should be noted that the Cumulative volumes were developed using the projected increase (delta method) in turning movement volumes from the City of Manteca Travel Demand Forecasting (TDF) Model being developed for the General Plan 2020/2040 Update.

Table 13 presents the projected AM and PM peak hour intersection level of service for the fourteen (14) study intersections in the project study. Under Cumulative No Project Conditions, traffic associated with land use growth in the City of Manteca and City of Lathrop contributes to the increase in traffic volumes along Lathrop Road. As displayed, the Union Road / Lathrop Road intersection would operate unacceptably at LOS F during both AM and PM peak hours without the Pending / Undeveloped NAWMP Area:

Table 13 also shows that the proposed Pending / Undeveloped NWAWMP Area would not result in any additional intersections operating below acceptable level of service thresholds on the surrounding transportation network. Thirteen (13) of the fourteen (14) study intersections would continue to operate at acceptable Level of Service D or better under Cumulative With Project Conditions. The Union Road/Lathrop Road intersection would continue to operate unacceptably at LOS F during both AM peak hour and PM peak hours under the Cumulative with Pending / Undeveloped NAWMP Area Project Conditions.

The City of Manteca has identified improvements to the intersection of Union Road / Lathrop Road beyond the current intersection geometrics, including a new traffic signal controller and improved signal timings. With these improvements, AM and PM peak hour operations at the Union Road / Lathrop Road intersection would marginally improve, reducing average vehicle delay and corresponding level of service (from LOS F to LOS E) for both Without and With the Pending / Undeveloped NWAWMP Area scenarios. Based on a discussion with the Engineering Department, the Union Road / Lathrop Road intersection will also be fully evaluated after the General Plan Update is completed as part of the 2023 PFIP Update. The goal will be to improve Union Road / Lathrop Road operations from LOS E to LOS D conditions, and each of the NWAWMP development projects will pay the current PFIP fee prior to issuance of building permits.

TABLE 13: CUMULATIVE LEVEL OF SERVICE ANALYSIS – NO PROJECT VERSUS WITH PENDING / UNDEVELOPED NAWMP PARCELS WEEKDAY AM AND PM PEAK HOURS

Intersection (Control)	Cumulative (No Project)		Cumulative With Project	
	Delay AM(PM)	LOS AM(PM)	Delay AM(PM)	LOS AM(PM)
1. Roth Road / Intermodal Way (Signal) [2]	10.2 (10.8)	B (B)	13.5 (14.7)	B (B)
2. Roth Road / Airport Way (Signal) [2]	22.5 (23.1)	C (C)	25.7 (26.4)	C (C)
3. Roth Road / I-5 NB Ramps (Signal) [2 3]	13.2 (14.4)	B (B)	15.5 (19.8)	B (B)
4. Roth Road / I-5 SB Ramps (Signal) [2 3]	13.9 (18.0)	B (B)	18.0 (21.2)	B (C)
5. Lathrop Road / Airport Way (Signal) [2]	33.2 (32.6)	C (C)	34.6 (33.9)	C (C)
6. Lathrop Road / I-5 NB Ramps (Signal) [2 3]	34.1 (25.4)	C (C)	34.8 (27.1)	C (C)
7. Lathrop Road / I-5 SB Ramps (Signal) [2 3]	17.8 (21.3)	B (C)	18.7 (24.5)	B (C)
8. Lathrop Road / Union Road (Signal)	**89.8 (80.2) 78.5 (75.5)**	**F (F) E (E)**	**90.9 (81.6) 79.2 (76.7)**	**F (F) E (E)**
9. Lathrop Road / SR 99 SB Ramps / Main Street (Signal)	47.4 (45.3)	D (D)	49.5 (50.2)	D (D)
10. Lathrop Road / SR 99 NB Ramps (Signal)	11.2 (10.8)	B (B)	11.5 (11.2)	B (B)
11. Airport Way / French Camp Road	39.5 (42.3)	D (D)	41.1 (44.5)	D (D)
12. Airport Way / Louise Avenue (Signal) [2]	26.2 (28.5)	C (C)	27.5 (29.1)	C (C)
13. Airport Way / WB SR 120 Ramps (Signal) [2 3]	28.3 (29.8)	C (C)	29.3 (34.7)	C (C)
14. Airport Way / EB SR 120 Ramps (Signal) [2 3]	8.0 (47.1)	A (D)	8.5 (50.6)	A (D)

NOTES: BOLD INDICATES UNACCEPTABLE OPERATIONS.

SSSC = SIDE-STREET STOP CONTROL; LOS = LEVEL OF SERVICE

[1] FOR SIGNALIZED INTERSECTIONS, ROUNDABOUTS, AND ALL-WAY STOP CONTROLLED INTERSECTIONS, AVERAGE INTERSECTION DELAY IS REPORTED IN SECONDS PER VEHICLE FOR ALL APPROACHES. FOR SIDE STREET STOP-CONTROLLED INTERSECTIONS, INTERSECTION DELAY IS REPORTED IN SECONDS PER VEHICLE FOR THE OVERALL INTERSECTION AND (WORST-CASE) MOVEMENT. INTERSECTION DELAY IS CALCULATED BASED ON THE PROCEDURES AND METHODOLOGY CONTAINED IN

THE HIGHWAY CAPACITY MANUAL 6TH EDITION (TRANSPORTATION RESEARCH BOARD, 2016).

[2] INTERSECTION LANE CONFIGURATION AND/OR TRAFFIC CONTROL ARE DIFFERENT FOR CUMULATIVE CONDITIONS WHEN COMPARED TO EXISTING CONDITIONS DUE TO PLANNED INTERSECTION AND ROADWAY IMPROVEMENTS.

[3] THE FUTURE INTERCHANGE DESIGN HAS NOT BEEN FORMALIZED. DELAY AND LOS ARE ESTIMATED USING AN IMPROVED TIGHT-DIAMOND INTERCHANGE CONFIGURATION AND ARE SUBJECT TO CHANGE.

[4] THE FUTURE INTERSECTION OPERATIONS WAS ANALYZED BASED ON THE EXISTING INTERSECTION GEOMETRICS (BOLD) AND WITH A NEW TRAFFIC SIGNAL CONTROLLER AND IMPROVED SIGNAL TIMINGS / OPERATIONS (BOLD/ITALICS).

SOURCE: FEHR & PEERS, 2022

ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS – EXISTING CONDITIONS: The secondary measure analyzed in the NWAWMP transportation analysis addendum is segment level of service for Existing (Year 2022) and Existing With Pending / Undeveloped NWAWMP Area Weekday Average Daily Traffic (ADT) Conditions. Table 14 presents the existing weekday ADT volumes for twenty-four (24) study roadway segments in the project study area. The Project Trip Generation analysis showed that on a daily basis, the Pending / Undeveloped NWAWMP Area would add a total of 9,960 vehicles to the surrounding transportation network, consisting of 7,860 employee vehicles, and 2,100 delivery, California Legal or STAA Trucks.

The results of the roadway segment level of service analysis showed that the Pending / Undeveloped NWAWMP Area would not result in any roadways operating below acceptable level of service thresholds on the surrounding transportation network. All twenty-four roadway segments would continue to operate at acceptable Level of Service C or D under Existing With Project Conditions.

TABLE 14: EXISTING LEVEL OF SERVICE ANALYSIS – NO PROJECT VERSUS WITH PENDING / UNDEVELOPED NAWMP PARCELS AVERAGE DAILY TRAFFIC VOLUMES

Roadway Segment - Location	Existing (No Project)		Existing With Project		With Project - No Project	
	ADT Volume	LOS	ADT Volume	LOS	ADT Volume	Percentage Change
1. Roth Road – Between Intermodal Way and Airport Way	9,700	D	11,800	D	2,100	21.6 %
2. Roth Road – Between Intermodal Way and McKinley Avenue	9,600	D	11,700	D	2,100	21.9 %
3. Roth Road – Between McKinley Avenue and Harlan Road	9,800	D	11,900	D	2,100	21.4 %
4. Roth Road – Between Harlan Road and NB I-5 Off/On-Ramps	14,800	D	16,900	D	2,100	14.2 %
5. Roth Road – Between NB I-5 Off/ On-Ramps and SB I-5 Off/On-Ramps	8,500	C	9,200	C	700	8.2 %
6. Airport Way – Between French Camp Road and Roth Road	7,400	C	8,200	C	800	10.8 %
7. Airport Way – Between Roth Road and Lovelace Road	6,700	C	13,900	D	7,200	107.5 %
8. Airport Way – Between Lovelace Road and Tactical Way	7,100	C	14,300	D	7,200	101.4 %
9. Airport Way – Between Tactical Way and Daisywood Drive	7,500	D	14,700	D	7,200	96.0 %
10. Airport Way – Between Daisywood Drive and Lathrop Road	8,800	D	16,000	D	7,200	81.8 %
11. Airport Way – Between Lathrop Road and Northgate Drive	9,800	D	14,200	D	4,400	44.9 %
12. Airport Way – Between Northgate Drive and Louise Avenue	10,500	D	14,500	D	4,000	38.1 %
13. Airport Way – Between Louise Avenue and Crom Avenue	14,800	D	18,400	D	3,600	24.3 %

14. Airport Way – Between Crom Avenue and Yosemite Avenue	15,600	D	18,800	D	3,200	20.5 %
15. Lathrop Road – Between Union Road and Airport Way	16,700	D	18,700	D	2,000	12.0 %
16. Lathrop Road – Between Airport Way and McKinley Avenue	21,400	D	22,200	D	800	3.7 %
17. Lathrop Road – Between McKinley Avenue and 5th Street	21,000	D	21,600	D	600	2.9 %
18. Lathrop Road – Between 5th Street and Harlan Road	20,600	D	21,200	D	600	2.9 %
19. Lathrop Road – Between Harlan Road and NB I-5 Off/On-Ramps	24,500	D	25,100	D	600	2.4 %
20. Lathrop Road – Between NB I-5 Off /On-Ramps and SB I-5 Off/On-Ramps	16,200	C	16,500	C	300	1.9 %
21. Spartan Way – Between SB I-5 Off/On -Ramps and Golden Valley Parkway	9,200	C	9,290	C	90	1.0 %
22. Intermodal Way – Between Roth Road and 5.11 Tactical Building	1,650	C	3,750	C	2,100	127 %
23. Intermodal Way – Between 5.11 Tactical Building and Tactical Way	950	C	2,945	C	1,995	210 %
24. Intermodal Way – Between Tactical Way and A Street	400	C	2,290	C	1,890	472 %

NOTE: LOS = LEVEL OF SERVICE BASED ON SEGMENT LEVEL OF SERVICE THRESHOLDS FROM MANTECA GENERAL PLAN UPDATE AND LATHROP GENERAL PLAN UPDATE

SOURCE: FEHR & PEERS, 2022

ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS – CUMULATIVE CONDITIONS: The following sections present the results for Cumulative No Project and Cumulative With Pending / Undeveloped NWAWMP Area for Weekday Average Daily Traffic (ADT) Conditions. It should be noted that the Cumulative ADT volumes were developed using the projected increase (delta method) in daily traffic volumes from the City of Manteca Travel Demand Forecasting (TDF) Model being developed for the General Plan 2020/2040 Update. Table 15 presents the projected ADT volumes for twenty-four (24) study roadway segments in the project study area using the City of Manteca / City of Lathrop Travel Demand Forecasting (TDF) Model.

The Project Trip Generation analysis showed that on a daily basis, the Pending / Undeveloped NAWMP Area would add a total of 9,960 vehicles to the surrounding transportation network, consisting of 7,860 employee vehicles, and 2,100 delivery, California Legal or STAA Trucks.

The results of the roadway segment level of service analysis showed that the proposed Pending / Undeveloped NWAWMP Area would not result in any roadways operating below acceptable level of service thresholds on the surrounding transportation network. All twenty-four roadway segments would continue to operate at acceptable Level of Service C or D under Existing With Project Conditions.

TABLE 15: CUMULATIVE LEVEL OF SERVICE ANALYSIS – NO PROJECT VERSUS WITH PENDING / UNDEVELOPED NWAWMP PARCELS AVERAGE DAILY TRAFFIC VOLUMES

Roadway Segment - Location	No Project		With Project		With Project - No Project	
	ADT Volume	LOS	ADT Volume	LOS	ADT Volume	Percentage Change
1. Roth Road – Between Intermodal Way and Airport Way	17,000	D	19,100	D	2,100	12.4 %
2. Roth Road – Between Intermodal Way and McKinley Avenue	16,600	D	18,700	D	2,100	12.7 %
3. Roth Road – Between McKinley Avenue and Harlan Road	18,500	D	20,600	D	2,100	11.4 %
4. Roth Road – Between Harlan Road and NB I-5 Off/On-Ramps	23,400	D	25,500	D	2,100	9.0 %
5. Roth Road – Between NB I-5 Off/On-Ramps and SB I-5 Off/On-Ramps	25,300	D	26,000	D	700	2.8 %
6. Airport Way – Between French Camp Road and Roth Road	16,800	D	17,600	D	800	4.8 %
7. Airport Way – Between Roth Road and Lovelace Road	18,900	D	26,100	D	7,200	38.1 %
8. Airport Way – Between Lovelace Road and Tactical Way	20,600	D	27,800	D	7,200	35.0%
9. Airport Way – Between Tactical Way and Daisywood Drive	22,300	D	29,500	D	7,200	32.3 %
10. Airport Way – Between Daisywood Drive and Lathrop Road	23,800	D	31,000	D	7,200	30.3%
11. Airport Way – Between Lathrop Road and Northgate Drive	21,100	D	25,500	D	4,400	20.9 %
12. Airport Way – Between Northgate Drive and Louise Avenue	19,800	D	23,800	D	4,000	20.2 %
13. Airport Way – Between Louise Avenue and Crom Avenue	22,200	D	25,800	D	3,600	16.2 %
14. Airport Way – Between Crom Avenue and Yosemite Avenue	22,100	D	25,300	D	3,200	14.5 %
15. Lathrop Road – Between Union Road and Airport Way	20,600	D	22,600	D	2,000	9.7 %
16. Lathrop Road – Between Airport Way and McKinley Avenue	23,300	D	24,100	D	800	3.4 %
17. Lathrop Road – Between McKinley Avenue and 5th Street	24,800	D	25,400	D	600	2.4 %
18. Lathrop Road – Between 5th Street and Harlan Road	24,200	D	24,800	D	600	2.5 %
19. Lathrop Road – Between Harlan Road and NB I-5 Off/On-Ramps	33,600	D	34,200	D	600	1.8 %

20. Lathrop Road – Between NB I-5 Off /On-Ramps and SB I-5 Off/On-Ramps	34,600	D	34,900	D	300	0.9 %
21. Spartan Way – Between SB I-5 Off/On - Ramps and Golden Valley Parkway	26,500	D	26,590	D	90	0.3 %
22. Intermodal Way – Between Roth Road and 5.11 Tactical Building	1,900	C	4,000	C	2,100	110.5 %
23. Intermodal Way – Between 5.11 Tactical Building and Tactical Way	1,100	C	3,100	C	2,000	181.8 %
24. Tactical Way – Between Tactical Way and A Street	600	C	2,500	C	1,900	316.7 %

NOTE: LOS = LEVEL OF SERVICE BASED ON SEGMENT LEVEL OF SERVICE THRESHOLDS FROM MANTECA GENERAL PLAN UPDATE AND LATHROP GENERAL PLAN UPDATE

SOURCE: FEHR & PEERS, 2022

SENATE BILL 743 AND VEHICLES MILES TRAVELED (VMT): SB 743 created several statewide changes to the evaluation of transportation and traffic impacts under CEQA. First, it directs OPR to amend the CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects within transit priority areas (TPAs) and allows OPR to extend use of the new metrics beyond TPAs. The California Natural Resources Agency certified and adopted the amended CEQA Guidelines in December 2018. In the amended CEQA Guidelines, OPR selected Vehicle Miles Traveled (VMT) as the primary transportation impact metric to be applied throughout the State of California.

The amended CEQA Guidelines state that "generally, VMT is the most appropriate measure of transportation impacts" and the provisions requiring the use of VMT shall apply statewide as of July 1, 2020. The amended CEQA Guidelines further state that land use "projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less-than-significant transportation impact."

Second, SB 743 establishes that aesthetic and parking impacts of a residential, mixed-use residential, or employment center projects on an infill site within a TPA shall not be considered significant impacts on the environment.

Third, SB 743 added section 21099 to the Public Resources Code, which states that automobile delay, as described by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment upon certification of the CEQA Guidelines by the Natural Resources Agency. Since the amended CEQA Guidelines were certified in December 2018, LOS or similar measures of vehicular capacity or traffic congestion are not considered a significant impact on the environment under CEQA.

Lastly, SB 743 establishes a new CEQA exemption for a residential, mixed-use, and employment center project a) within a TPA, b) consistent with a specific plan for which an EIR has been certified, and c) consistent with an SCS. This exemption requires further review if the project or circumstances changes significantly.

Technical Advisory on Evaluating Transportation Impacts: To aid in SB 743 implementation, in December 2018 OPR released a Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). The Technical Advisory provides advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes. This includes technical recommendations

regarding the assessment of VMT, thresholds of significance, VMT mitigation measures, and screening thresholds for certain land use projects. Lead agencies may consider and use these recommendations at their discretion and with the provision of substantial evidence to support alternative approaches.

The Technical Advisory identifies "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. The Technical Advisory suggests that projects meeting one or more of the following criteria should be expected to have a less-than-significant impact on VMT.

Small projects – projects consistent with a SCS and local general plan that generate or attract fewer than 110 trips per day.

Projects near major transit stops – certain projects (residential, retail, office, or a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor.

Affordable residential development – a project consisting of a high percentage of affordable housing may be a basis to find a less-than-significant impact on VMT.

Local-serving retail – local-serving retail development tends to shorten trips and reduce VMT. The Technical Advisory encourages lead agencies to decide when a project will likely be local-serving, but generally acknowledges that retail development including stores larger than 50,000 square feet might be considered regional-serving. The Technical Advisory suggests lead agencies analyze whether regional-serving retail would increase or decrease VMT (i.e., not presume a less-than-significant).

Projects in low VMT areas – residential and office projects that incorporate similar features (i.e., density, mix of uses, transit accessibility) as existing development in areas with low VMT will tend to exhibit similarly low VMT.

The Technical Advisory also identifies recommended numeric VMT thresholds for residential, office, and retail projects, as described below.

Residential development that would generate vehicle travel exceeding 15 percent below existing (baseline) residential VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as a regional VMT per capita or as city VMT per capita.

Office projects that would generate vehicle travel exceeding 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

Retail projects (and other non-residential/non-office projects) that results in a net increase in total VMT may indicate a significant transportation impact.

For mixed-use projects, the Technical Advisory suggests evaluating each component independently and applying the significance threshold for each project type included. Alternatively, the lead agency may consider only the project's dominant use.

The Technical Advisory also provides guidance on impacts to transit. Specifically, the Technical Advisory suggests that lead agencies generally should not treat the addition of new transit users as an adverse impact. As an example, the Technical Advisory suggests that "an infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network."

VMT-Focused Transportation Impact Study Guide: On May 20, 2020, the VMT-Focused Transportation Impact Study Guide (TISG) was adopted. The TISG provides guidance on how Caltrans will review land use projects, with focus on VMT analysis and supporting state land use goals, state planning priorities, and GHG emission reduction goals; as well as identifying land use projects' possible transportation impacts to the State Highway System and potential non-capacity increasing mitigation measures.

The TISG emphasizes that VMT analysis is Caltrans' primary review focus, and references OPR's Technical Advisory as a basis for the guidance in the TISG. Notably, the TISG recommends the use of the recommended thresholds in the Technical Advisory for land use projects. The TISG also references the Technical Advisory for screening thresholds that would identify projects and areas presumed to have a less-than-significant transportation impact. Caltrans supports streamlining for projects that meet these screening thresholds because they help achieve VMT reduction and mode shift goals.

NWAWMP VEHICLES MILES TRAVELED ANALYSIS: The proposed NAWMP Project does not qualify as a small project for screening purposes, and it is not located in a low VMT area. Therefore, consistent with the discussion of SB 743 provided above vehicle travel was evaluated using VMT as the primary metric. The following describes the baseline VMT levels for industrial land uses in the City of Manteca. The Baseline VMT and Cumulative Project VMT was developed using the City of Manteca travel demand model that was derived from the San Joaquin Council of Government's (SJCOG) Regional Travel Demand Model. The model was developed in 2020 and calibrated to adjusted pre COVID-19 traffic counts.

Roadway improvements and land use projections consistent with the SJCOG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), City of Manteca General Plan, and City of Lathrop General Plan were added to the Cumulative Conditions Model.

A model-wide analysis was performed to obtain daily trips and travel distance for all Industrial Transportation Analysis Zones (TAZs), and the product of daily trips and travel distance was summed up to obtain VMT estimates. It should be noted that the VMT analysis was based on Intermodal Way being designated to provide access to and from Roth Road and the I-5 / Roth Road interchange for project-generated California Legal and STAA Truck traffic.

Table 16 presents modeled Baseline Citywide from the Manteca General Plan EIR and Cumulative With Pending / Undeveloped NWAWMP Area VMT per industrial employee. According to the Manteca General Plan EIR, the 2019 Baseline VMT per industrial employee is 75.3. The results of the VMT analysis showed that the proposed Pending / Undeveloped NWAWMP Area will result in a relatively flat / minor decrease in VMT when compared to baseline citywide, from 75.3 to 75.1 vehicle miles per employee.

This represents a relatively flat 0.26% decrease when compared to baseline city-wide average. This result is consistent with the Manteca General Plan EIR, which showed a reduction from 75.3 to 75.0 (Table 3.14-8). It should be noted that the construction of the Pending / Undeveloped NWAWMP Area will improve the jobs to housing balance in the City of Manteca and provide an overall benefit to reducing VMT per employee with fewer residents expected to leave the City for employment. This will result in fuel consumption and greenhouse gas emissions reductions.

TABLE 16: PENDING / UNDEVELOPED NAWMP PARCELS VEHICLE MILES TRAVELED (VMT) ANALYSIS

Scenario	VMT Per Industrial Employee	VMT Reduction Per Industrial Employee	Percentage Reduction Per Industrial Employee
Baseline Citywide	75.3		
Cumulative With Pending / Undeveloped NWAWMP Area	75.1	- 0.2	-0.26 %

NOTE: CITYWIDE VMT INCLUDES ALL INDUSTRIAL LAND USES IN THE CITY OF MANTECA

SOURCE: CITY OF MANTECA TRAVEL DEMAND MODEL - FEHR & PEERS, 2022

Summary Conclusions

The following sections presents the conclusions of the Transportation Impact Analysis (TIA) conducted for the NWAWMP EIR Addendum

INTERSECTION OPERATIONS ANALYSIS: The Project Trip Generation analysis showed that during the AM peak hour, the pending / undeveloped NWAWMP parcels would add a total of 783 vehicles to the surrounding transportation network, consisting of 642 employee vehicles, and 141 delivery, California Legal or STAA Trucks. During the PM peak hour, the pending / undeveloped NWAWMP parcels would add a total of 803 vehicles to the surrounding transportation network, consisting of 642 employee vehicles, and 161 delivery, California Legal or STAA Trucks.

The results of the intersection level of service analysis showed that the pending / undeveloped NWAWMP parcels would not result in any intersections operating below acceptable level of service thresholds on the surrounding transportation network. All fourteen (14) study intersections would continue to operate at acceptable Level of Service D or better under Existing With Project Conditions.

Under Cumulative No Project Conditions, traffic associated with land use growth in the City of Manteca and City of Lathrop contributes to the increase in traffic volumes along Lathrop Road. The Union Road/Lathrop Road would operate unacceptably at LOS F during both AM peak hour and PM peak hours without the Pending / Undeveloped NWAWMP Area. The results of the intersection level of service analysis showed that the proposed Pending / Undeveloped NAWMP Area would not result in any additional intersections operating below acceptable level of service thresholds on the surrounding transportation network. Thirteen (13) of the fourteen (14) study intersections would continue to operate at acceptable Level of Service D or better under Cumulative With Project Conditions. The Union Road/Lathrop Road intersection would continue to operate unacceptably at LOS F during both AM peak hour and PM peak hours under the Cumulative with Pending / Undeveloped NAWMP Area Project Conditions.

The City of Manteca has identified improvements to the intersection of Union Road / Lathrop Road beyond the current intersection geometrics, including a new traffic signal controller and improved signal timings. With these improvements, AM and PM peak hour operations at the Union Road / Lathrop Road intersection would marginally improve, reducing average vehicle delay and corresponding level of service (from LOS F to LOS E) for both Without and With the Pending /

Undeveloped NWAWMP Area scenarios. Based on a discussion with the Engineering Department, the Union Road / Lathrop Road intersection will also be fully evaluated after the General Plan Update is completed as part of the 2023 PFIP Update. The goal will be to improve Union Road / Lathrop Road operations from LOS E to LOS D conditions, and each of the NWAWMP development projects will pay the current PFIP fee prior to issuance of building permits.

ROADWAY OPERATIONS ANALYSIS: The Project Trip Generation analysis showed that on a daily basis, the Pending / Undeveloped NWAWMP Area would add a total of 10,085 vehicles to the surrounding transportation network, consisting of 8,080 employee vehicles, and 2,005 delivery, California Legal or STAA Trucks.

The results of the roadway segment level of service analysis showed that the Pending / Undeveloped NWAWMP Area would not result in any roadways operating below acceptable level of service thresholds on the surrounding transportation network. All twenty-four roadway segments would continue to operate at acceptable Level of Service C or D under Existing With Project Conditions.

The results of the roadway segment level of service analysis showed that the proposed Pending / Undeveloped NWAWMP Area would not result in any roadways operating below acceptable level of service thresholds on the surrounding transportation network. All twenty-four roadway segments would continue to operate at acceptable Level of Service C or D under Existing With Project Conditions.

VEHICLE MILES TRAVELED ANALYSIS: The results of the VMT analysis showed that the proposed Pending / Undeveloped NWAWMP Area will result in a relatively flat 0.26% decrease when compared to baseline city-wide average. This result is consistent with the Manteca General Plan EIR, which showed a reduction from 75.3 to 75.0 (Table 3.14-8). It should be noted that the construction of the Pending / Undeveloped NAWMP Area will improve the jobs to housing balance in the City of Manteca and provide an overall benefit to reducing VMT per employee with fewer residents expected to leave the City for employment. This will result in fuel consumption and greenhouse gas emissions reductions.

It should be noted that the updated General Plan includes policies designed to reduce vehicle travel and vehicle miles traveled. The Circulation Element (Chapter 3.14) addresses providing adequate pedestrian, bicycle, and transit facilities and opportunities, promoting non-vehicle travel modes, requiring development projects that accommodate or employ fifty (50) or more employees to implement Transportation Demand Management (TDM) programs, and ensuring regional coordination on trip and VMT reduction efforts. General Plan policies and actions that contribute to VMT reductions are identified below. These policies and actions minimize VMT impacts to the greatest extent feasible.

Additionally, the Governors Executive Order N-79-20 requires that 100 percent of in-state sales of new passenger cars and trucks be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations, where feasible, and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero-emission off-road vehicles and equipment by 2035, where feasible. Accordingly, the City of Manteca aims to develop a Zero Emissions Vehicle Market Development Strategy that ensures expeditious implementation of the systems of policies, programs and regulations necessary to achieve the order.

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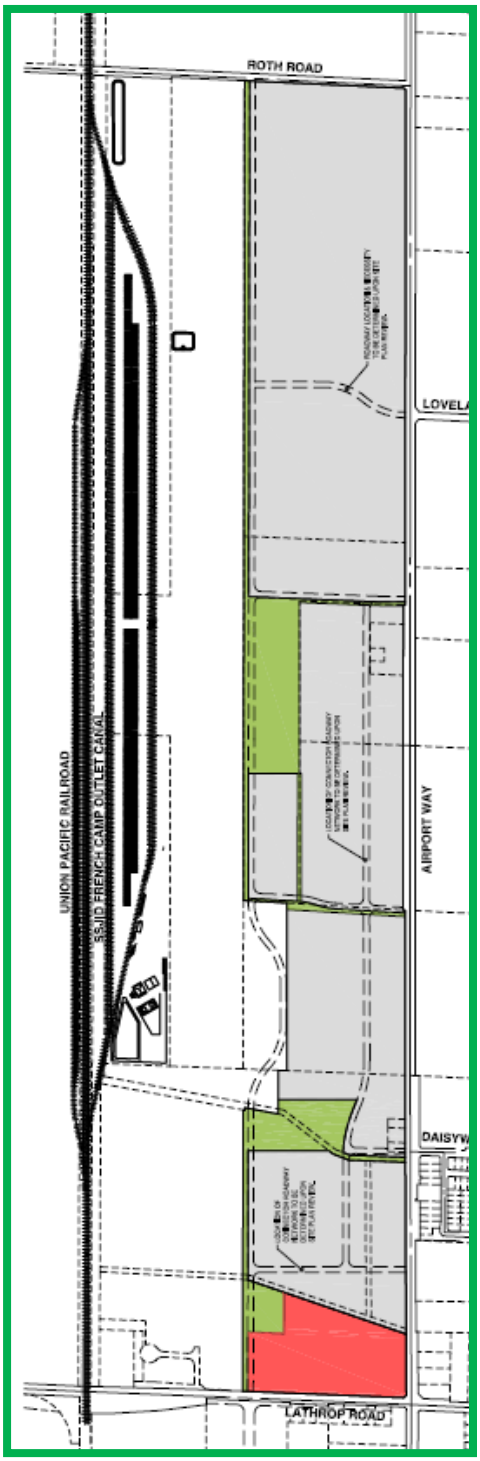
APPENDIX

TRANSPORTATION IMPACT ANALYSIS REPORT

FOR THE
NORTHWEST AIRPORT WAY MASTER PLAN
EIR ADDENDUM
IN MANTECA, CA



Prepared for
De Novo Planning Group
City of Manteca

Prepared by
Fehr & Peers
Transportation Consultants

October 3, 2022

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INTRODUCTION

This report documents the results of the Transportation Impact Analysis (TIA) conducted for the Northwest Airport Way Master Plan EIR Addendum. This report was prepared under contract to the City of Manteca Community Development Department and in coordination with the land use and environmental DeNovo Planning Group. The purpose of this study is to analyze the anticipated trip generation for the approved but not yet constructed, pending and undeveloped areas in the Northwest Airport Way Master Plan (NWAWMP) area in Manteca, CA and determine if additional impacts on the surrounding transportation network would occur.

NORTHWEST AIRPORT WAY MASTER PLAN (NWAWMP) PROJECT BACKGROUND

Table 1 shows the buildout potential that was analyzed in the Northwest Airport Way Master Plan EIR[1]. As shown in Table 1 the CenterPoint Intermodal Facility comprises most of the square footage.

The CenterPoint Intermodal Facility was envisioned as an integrated logistics center that would interface with the adjacent Union Pacific Railroad Lathrop Intermodal Terminal. The facility would occupy two, non-contiguous sites (North and South). The North site would contain buildings totaling 2,693,483 square feet (SF) while the South site would contain buildings totaling 484,038 SF. Combined, the CenterPoint Intermodal Facility would occupy 187.49 acres of the light industrial acreage in the 300.3 acre-Northwest Airport Way Master Plan.

Table 1: Northwest Airport Way Master Plan Buildout Potential

Project Component	Land Use	Square Footage
CenterPoint Intermodal Facility	Light Industrial and High Cube Warehouse	3,177,521
Non-CenterPoint Development	Light Industrial	1,275,620
	Community Commercial	205,820
	Subtotal	1,483,620
Total	**300.3 Acres**	**4,658,961 Square Feet**

Source: Northwest Airport Way Master Plan EIR, Table 2-3, 2010.

The Northwest Airport Way Master Plan notes that the CenterPoint Intermodal Facility would capitalize on its location adjacent the Lathrop Intermodal Terminal to provide a transload center that would allow the contents of containers to be stored in on-site warehouses, assembled in on-site facilities, and distributed off-site by truck or rail. Given this relationship between the CenterPoint Intermodal Facility and the Lathrop Intermodal Terminal, the Northwest Airport Way Master Plan EIR forecasted that approximately 19 percent of daily trips and 13 percent of am and 12 percent pm peak hour trips generated by CenterPoint would travel to the Lathrop Intermodal Terminal under cumulative conditions. Under cumulative conditions, the Northwest Airport Way Master Plan EIR forecasted that the CenterPoint Intermodal Facility would generate 3,570 daily, 285 a.m. peak hour and 438 p.m. peak hour vehicle trips, as shown in **Table 2.**

[1] City of Manteca. *Northwest Airport Way Master Plan Environmental Impact Report* (2010). Table 2-3.

Table 2: CenterPoint Intermodal Facility Trip Generation from Northwest Airport Way Master Plan EIR				
		Trips		
Land Use	Quantity (1,000 sq. ft.)	Daily	A.M. Peak Hour	P.M. Peak Hour
CenterPoint Intermodal Facility (Distribution, High-Cube Warehouse, Light Industrial) – Trip Generation Rates	3,177	1.39	0.10	0.16
Gross Vehicle Trip Generation		4,420	327	495
CenterPoint-to-Lathrop Intermodal Terminal Internalization		(850)	(42)	(57)
New Vehicle Trips		**3,570**	**285**	**438**
Source: Northwest Airport Way Master Plan EIR, Table 3.12-8, 2010.				

The Northwest Airport Way Master Plan EIR analysis reflected the internalized Lathrop Intermodal Terminal truck trips by reducing the number of trips entering/exiting onto Roth Road. The internalization was projected to increase under cumulative conditions due to the assumed expansion of the Lathrop Intermodal Terminal.

The remaining properties in the Northwest Airport Way Master Plan (outside of the CenterPoint Intermodal Facility) consist of a mix of light industrial and community commercial uses. **Table 3** presents the trip generation for these remaining master plan land uses, as presented in Table 3.12-9 of the Northwest Airport Way Master Plan EIR[2]. Under cumulative conditions, the remaining master plan land uses would generate 12,756 daily, 486 a.m. peak hour and 1,085 p.m. peak hour vehicle trips, as shown in Table 3.

Combining the trip generation in Table 2**Error! Reference source not found.** and **Error! Reference source not found.**Table 3 the Northwest Airport Way Master Plan EIR estimated that buildout of the Northwest Airport Way Master Plan would generate 16,326 daily, 771 a.m. peak hour and 1,523 p.m. peak hour vehicle trips as shown in **Table 4**.

Based on a total of 300.3 acres and 4,658,961 square feet of development in the Northwest Airport Way Master Plan Area (as shown in Table 2), the blended trip generation per 1,000 square feet was estimated to be 3.50 daily, 0.17 a.m. peak hour and 0.33 p.m. peak hour vehicle trips.

[2] City of Manteca. *Northwest Airport Way Master Plan Environmental Impact Report* (2010). Table 3.12-9.

Table 3: Remaining Northwest Airport Way Master Plan Land Uses Trip Generation from Northwest Airport Way Master Plan EIR							
		Trip Rate			Trips		
Land Use	Quantity (1,000 sq. ft.)	Daily	A.M. Peak Hour	P.M. Peak Hour	Daily	A.M. Peak Hour	P.M. Peak Hour
High-Cube Warehouse	1,020.5	1.44	0.09	0.10	1,470	92	102
Light Industrial	191.3	6.94	0.71	0.61	1,327	136	116
Auto/Truck Parts/Service	63.8	17.10	1.93	1.93	1,091	86	123
Retail	205.82	52.75	5.01	5.01	10,857	236	1,032
Gross Vehicle Trips					14,745	550	1,373
Internalization and Pass By Retail Trips					(1,989)	(64)	(288)
New Vehicle Trips					**12,756**	**486**	**1,085**
Source: Northwest Airport Way Master Plan EIR, Table 3.12-9, 2010.							

Table 4: Trip Generation Summary – Northwest Airport Way Master Plan EIR			
	Trips		
Land Use	Daily	A.M. Peak Hour	P.M. Peak Hour
New Vehicle Trips from Table 2	3,570	285	438
New Vehicle Trips from Table 3	12,756	486	1,085
Cumulative Plus Master Plan Buildout	**16,326**	**771**	**1,523**
Trip Generation per 1,000 square feet	**3.50**	**0.17**	**0.33**
Notes: Refer to Table 2 and Table 3 for detailed trip generation calculations.			

EXISTING NWAWMP DEVELOPED AREA PROJECT TRIP GENERATION

Using a combination of Geographic Information System (GIS) data from the City of Manteca General Plan and aerial Good Earth photography, it was determined that approximately 148.5 (49%) of the 300.3 acre Master Plan area has been developed. It should be noted that part of the 148.5 acres of existing NWAWMP developed area, have been constructed as truck parking lots. The northern parking lot is located on the south end of Intermodal Way and the southern parking lot is located behind 2365 Airport Way (behind Crothall Laundry Services).

Tables 5 through 6 presents the trip generation rates (Table 5) and projected trips generated by existing NWAWMP developments for Weekday Daily, AM Peak Hour, and PM Peak Hour Conditions for All Vehicles (Table 6) based on the blended trip rates from the *Northwest Airport Way Master Plan EIR,* and the City of Manteca Travel Demand Forecasting (TDF) Model being developed for the General Plan 2020/2040 Update.

Table 5: Existing NWAWMP Developed Area Trip Generation Rates								
Land Use (ITE Code)	**Gross Acres and Floor Area (Sq. Ft.)**	**Vehicle Trip Rate[1]**						
		Daily	**AM**			**PM**		
		Total	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Existing NWAWMP Development (Blended Trip Rate from Table 4)	148.5 acres (2,008,000 square feet)	3.50	0.17	0.12	0.05	0.33	0.11	0.22
Notes: [1] Trip rates are based on the *Northwest Airport Way Master Plan* and the City of Manteca Travel Demand Forecasting Model developed for the General Plan 2020/2040 Update. Source: Fehr & Peers, 2022								

Table 6: Existing NWAWMP Developed Area Trip Generation (All Vehicles)								
Project	**Gross Acres and Floor Area (Sq. Ft.)**	**Daily (All Vehicles)**	**AM Peak Hour (All Vehicles)**			**PM Peak Hour (All Vehicles)**		
		Total	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Existing NWAWMP Development	148.5 acres (2,008,000 square feet)	7,028	341	241	100	663	221	442
Source: Fehr & Peers, 2022								

PENDING / UNDEVELOPED NWAWMP AREA PROJECT TRIP GENERATION

Tables 7 through 8 presents the trip generation rates (Table 7) and projected trips generated by pending / undeveloped NWAWMP parcels for Weekday Daily, AM Peak Hour, and PM Peak Hour Conditions for All Vehicles (Table 8) based on the blended trip rates from the *Trip Generation Manual 11th Edition* (Institute of Transportation Engineers, 2021) and the City of Manteca Travel Demand Forecasting (TDF) Model being developed for the General Plan 2020/2040 Update. Table 8 shows that the pending / undeveloped NWAWMP parcels will generate a total of 9,960 daily vehicle trips , 783 AM peak hour and 964 PM peak hour vehicle trips

Table 9 presents the results of NWAWMP trip generation analysis for the existing and developed areas. The EIR addendum transportation analysis will be based on a total of 16,988 daily vehicle trips, 1,124 AM peak hour and 1,626 PM peak hour vehicle trips. When compared to the *Northwest Airport Way Master Plan Environmental Impact Report* (2010), the NWAWMP will generate a total of 662 new daily vehicle trips, 353 new AM peak hour, and 103 new PM peak hour vehicle trips.

Table 7: Pending / Undeveloped NWAWMP Area Trip Generation Rates								
Land Use (ITE Code)	**Gross Acres and Floor Area (Sq. Ft.)**	**Vehicle Trip Rate[1]**						
		Daily	**AM**			**PM**		
		Total	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Pending / Undeveloped NWAWMP Development (Blended Trip Rate)	151.8 acres (2,651,000 square feet)	4.96	0.39	0.28	0.11	0.48	0.15	0.33

Notes:
[1] Blended trip rates are based on the *Trip Generation Manual 11th Edition (institute of Transportation Engineers, 2021)* and the City of Manteca Travel Demand Forecasting Model developed for the General Plan 2020/2040 Update.
Source: Fehr & Peers, 2022

Table 8: Pending / Undeveloped NWAWMP Area Trip Generation (All Vehicles)								
Project	**Gross Acres and Floor Area (Sq. Ft.)**	**Daily (All Vehicles)**	**AM Peak Hour (All Vehicles)**			**PM Peak Hour (All Vehicles)**		
		Total	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Pending / Undeveloped NWAWMP Development (Blended Trip Rate)	151.8 acres (2,651,000 square feet)	9,960	783	562	221	964	301	663

Source: Fehr & Peers, 2022

Table 9: NWAWMP Area Trip Generation – Addendum compared to EIR								
Project	**Gross Acres and Floor Area (Sq. Ft.)**	**Daily (All Vehicles)**	**AM Peak Hour (All Vehicles)**			**PM Peak Hour (All Vehicles)**		
		Total	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Existing NWAWMP Development	148.5 acres (2,008,000 square feet)	7,028	341	241	100	663	221	442
Pending / Undeveloped NWAWMP Development (Blended Trip Rate)	151.8 acres (2,651,000 square feet)	9,960	783	562	221	964	301	663
Cumulative Plus Master Plan Buildout	300.3 acres (4,658,961 square feet)	(16,326)	(771)	(554)	(227)	(1,523)	(508)	(1,015)
New Vehicle Trips		**662**	**353**	**259**	**95**	**103**	**14**	**89**

Source: Fehr & Peers, 2022

INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING CONDITIONS

The primary CEQA measure analyzed *Northwest Airport Way Master Plan Environmental Impact Report* (2010) was intersection level of service. The following sections present the results for Existing (Year 2022) and Existing With Pending / Undeveloped NWAWMP Area for Weekday AM and PM Peak Hour Conditions.

Table 10 presents the existing AM and PM peak hour intersection level of service for the fourteen (14) study intersections in the project study area. The Project Trip Generation analysis showed that during the AM peak hour, the pending / undeveloped NWAWMP parcels would add a total of 783 vehicles to the surrounding transportation network, consisting of 642 employee vehicles, and 141 delivery, California Legal or STAA Trucks. During the PM peak hour, the pending / undeveloped NWAWMP parcels would add a total of 964 vehicles to the surrounding transportation network, consisting of 770 employee vehicles, and 194 delivery, California Legal or STAA Trucks.

The results of the intersection level of service analysis showed that the pending / undeveloped NWAWMP parcels would not result in any intersections operating below acceptable level of service thresholds on the surrounding transportation network. All fourteen (14) study intersections would continue to operate at acceptable Level of Service D or better under Existing With Project Conditions.

Table 10: Existing Level of Service Analysis – No Project versus With Pending / Undeveloped NWAWMP Parcels Weekday AM and PM Peak Hours

Intersection (Control)	Existing (No Project)		Existing With Project	
	Delay AM(PM)	LOS AM(PM)	Delay AM(PM)	LOS AM(PM)
1. Roth Road / Intermodal Way (Signal)	8.5 (9.2)	A (A)	10.7 (11.2)	B (B)
2. Roth Road / Airport Way (Signal)	12.0 (13.1)	B (B)	16.8 (19.1)	B (B)
3. Roth Road / I-5 SB Ramps (SSSC)	18.5 (22.1)	C (C)	25.1 (27.8)	D (D)
4. Roth Road / I-5 NB Ramps (SSSC)	13.1 (15.7)	B (C)	16.8 (20.2)	C (C)
5. Lathrop Road / Airport Way (Signal)	26.6 (27.0)	C (C)	30.4 (31.6)	C (C)
6. Lathrop Road / I-5 NB Ramps (Signal)	13.1 (17.4)	B (B)	15.5 (21.2)	B (C)
7. Lathrop Road / I-5 SB Ramps (Signal)	14.4 (17.8)	B (B)	18.7 (22.4)	B (C)
8. Lathrop Road / Union Road (Signal)	31.7 (30.8)	C (C)	33.4 (3.7)	C (C)
9. Lathrop Road / SR 99 SB Ramps / Main Street (Signal)	21.1 (24.0)	C (C)	23.5 (27.8)	C (C)

Notes:
SSSC = Side-Street Stop Control; LOS = Level of Service
[1] For signalized intersections and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side street stop-controlled intersections, intersection delay is reported in seconds per vehicle for the overall intersection and (worst-case) movement. Intersection delay is calculated based on the procedures and methodology contained in the Highway Capacity Manual 6th Edition (Transportation Research Board, 2016).
Source: Fehr & Peers, 2022

Table 10 (Continued): Existing Level of Service Analysis – No Project versus With Pending / Undeveloped NWAWMP Parcels Weekday AM and PM Peak Hours				
Intersection (Control)	**Existing (No Project)**		**Existing With Project**	
	Delay AM(PM)	**LOS AM(PM)**	**Delay AM(PM)**	**LOS AM(PM)**
10. Lathrop Road / SR 99 NB Ramps (Signal)	10.1 (9.9)	B (A)	11.5 (12.4)	B (B)
11. Airport Way / French Camp Road	21.2 (23.4)	C (C)	23.6 (25.8)	C (C)
12. Airport Way / Louise Avenue (Signal)	28.5 (29.6)	C (C)	31.2 (33.1)	C (C)
13. Airport Way / WB SR 120 Ramps (Signal)	11.8 (15.5)	B (B)	12.5 (16.1)	B (B)
14. Airport Way / EB SR 120 Ramps (Signal)	18.5 (21.2)	B (C)	20.2 (23.5)	B (C)

Notes:
SSSC = Side-Street Stop Control; LOS = Level of Service
[1] For signalized intersections and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side street stop-controlled intersections, intersection delay is reported in seconds per vehicle for the overall intersection and (worst-case) movement. Intersection delay is calculated based on the procedures and methodology contained in the Highway Capacity Manual 6th Edition (Transportation Research Board, 2016).
Source: Fehr & Peers, 2022

INTERSECTION LEVEL OF SERVICE ANALYSIS – CUMULATIVE CONDITIONS

The following sections present the results for Cumulative No Project and Cumulative With Pending / Undeveloped NWAWMP Area for Weekday AM and PM Peak Hour Conditions. It should be noted that the Cumulative volumes were developed using the projected increase (delta method) in turning movement volumes from the City of Manteca Travel Demand Forecasting (TDF) Model being developed for the General Plan 2020/2040 Update.

Table 11 presents the projected AM and PM peak hour intersection level of service for the fourteen (14) study intersections in the project study. Under Cumulative No Project Conditions, traffic associated with land use growth in the City of Manteca and City of Lathrop contributes to the increase in traffic volumes along Lathrop Road. As displayed, the Union Road / Lathrop Road intersection would operate unacceptably at LOS F during both AM and PM peak hours without the Pending / Undeveloped NWAWMP Area:

Table 11 also shows that the addition of the proposed Pending / Undeveloped NWAWMP Area would not result in any additional intersections operating below acceptable level of service thresholds on the surrounding transportation network. Thirteen (13) of the fourteen (14) study intersections would continue to operate at acceptable Level of Service D or better under Cumulative With Project Conditions. The Union Road/Lathrop Road intersection would continue to operate unacceptably at LOS F during both AM peak hour and PM peak hours under the Cumulative With Pending / Undeveloped NWAWMP Area Project Conditions.

The City of Manteca has identified improvements to the intersection of Union Road / Lathrop Road beyond the current intersection geometrics, including a new traffic signal controller and improved signal timings. With these improvements, AM and PM peak hour operations at the Union Road / Lathrop Road intersection would marginally improve, reducing average vehicle delay and corresponding level of service (from LOS F

to LOS E) for both Without and With the Pending / Undeveloped NWAWMP Area scenarios. Based on a discussion with the Engineering Department, the Union Road / Lathrop Road intersection will also be fully evaluated after the General Plan Update is completed as part of the 2023 PFIP Update. The goal will be to improve Union Road / Lathrop Road operations from LOS E to LOS D conditions, and each of the NWAWMP development projects will pay the current PFIP fee prior to issuance of building permits.

Table 11: Cumulative Level of Service Analysis – No Project versus With Pending / Undeveloped NWAWMP Parcels Weekday AM and PM Peak Hours

Intersection (Control)	Cumulative (No Project)		Cumulative With Project	
	Delay AM(PM)	**LOS AM(PM)**	**Delay AM(PM)**	**LOS AM(PM)**
1. Roth Road / Intermodal Way (Signal) [2]	10.2 (10.8)	B (B)	13.5 (14.7)	B (B)
2. Roth Road / Airport Way (Signal) [2]	22.5 (23.1)	C (C)	25.7 (26.4)	C (C)
3. Roth Road / I-5 NB Ramps (Signal) [2 3]	13.2 (14.4)	B (B)	15.5 (19.8)	B (B)
4. Roth Road / I-5 SB Ramps (Signal) [2 3]	13.9 (18.0)	B (B)	18.0 (21.2)	B (C)
5. Lathrop Road / Airport Way (Signal) [2]	33.2 (32.6)	C (C)	34.6 (33.9)	C (C)
6. Lathrop Road / I-5 NB Ramps (Signal) [2 3]	34.1 (25.4)	C (C)	34.8 (27.1)	C (C)
7. Lathrop Road / I-5 SB Ramps (Signal) [2 3]	17.8 (21.3)	B (C)	18.7 (24.5)	B (C)
8. Lathrop Road / Union Road (Signal) [4]	**89.8 (80.2)** ***78.5 (75.5)***	**F (F)** ***E (E)***	**90.9 (81.6)** ***79.2 (76.7)***	**F (F)** ***E (E)***
9. Lathrop Road / SR 99 SB Ramps / Main Street (Signal)	47.4 (45.3)	D (D)	49.5 (50.2)	D (D)
10. Lathrop Road / SR 99 NB Ramps (Signal)	11.2 (10.8)	B (B)	11.5 (11.2)	B (B)
11. Airport Way / French Camp Road	39.5 (42.3)	D (D)	41.1 (44.5)	D (D)
12. Airport Way / Louise Avenue (Signal) [2]	26.2 (28.5)	C (C)	27.5 (29.1)	C (C)
13. Airport Way / WB SR 120 Ramps (Signal) [2 3]	28.3 (29.8)	C (C)	29.3 (34.7)	C (C)
14. Airport Way / EB SR 120 Ramps (Signal) [2 3]	8.0 (47.1)	A (D)	8.5 (50.6)	A (D)

Notes:
Bold indicates unacceptable operations.
SSSC = Side-Street Stop Control; LOS = Level of Service
[1] For signalized intersections, roundabouts, and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side street stop-controlled intersections, intersection delay is reported in seconds per vehicle for the overall intersection and (worst-case) movement. Intersection delay is calculated based on the procedures and methodology contained in the Highway Capacity Manual 6th Edition (Transportation Research Board, 2016).
[2] Intersection lane configuration and/or traffic control are different for Cumulative Conditions when compared to Existing Conditions due to planned intersection and roadway improvements.
[3] The future interchange design has not been formalized. Delay and LOS are estimated using an improved tight-diamond interchange configuration and are subject to change.
[4] The future intersection operations was analyzed based on the existing intersection geometrics (**Bold**) and with a new traffic signal controller and improved signal timings / operations (**Bold**/*Italics*).
Source: Fehr & Peers, 2022

ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS – EXISTING CONDITIONS

The secondary measure analyzed in the NWAWP transportation analysis addendum is segment level of service for Existing (Year 2022) and Existing With Pending / Undeveloped NWAWMP Area Weekday Average Daily Traffic (ADT) Conditions. **Table 12** presents the existing weekday ADT volumes for twenty-four (24) study roadway segments in the project study area. The Project Trip Generation analysis showed that on a daily basis, the Pending / Undeveloped NWAWMP Area would add a total of 9,960 vehicles to the surrounding transportation network, consisting of 7,860 employee vehicles, and 2,100 delivery, California Legal or STAA Trucks.

The results of the roadway segment level of service analysis showed that the Pending / Undeveloped NWAWMP Area would not result in any roadways operating below acceptable level of service thresholds on the surrounding transportation network. All twenty-four roadway segments would continue to operate at acceptable Level of Service C or D under Existing With Project Conditions.

Table 12: Existing Level of Service Analysis – No Project versus With Pending / Undeveloped NWAWMP Parcels Average Daily Traffic Volumes

Roadway Segment - Location	Existing (No Project)		Existing With Project		With Project - No Project	
	ADT Volume	LOS	ADT Volume	LOS	ADT Volume	Percentage Change
1. Roth Road – Between Intermodal Way and Airport Way	9,700	D	11,800	D	2,100	21.6 %
2. Roth Road – Between Intermodal Way and McKinley Avenue	9,600	D	11,700	D	2,100	21.9 %
3. Roth Road – Between McKinley Avenue and Harlan Road	9,800	D	11,900	D	2,100	21.4 %
4. Roth Road – Between Harlan Road and NB I-5 Off/On-Ramps	14,800	D	16,900	D	2,100	14.2 %
5. Roth Road – Between NB I-5 Off/ On-Ramps and SB I-5 Off/On-Ramps	8,500	C	9,200	C	700	8.2 %
6. Airport Way – Between French Camp Road and Roth Road	7,400	C	8,200	C	800	10.8 %
7. Airport Way – Between Roth Road and Lovelace Road	6,700	C	13,900	D	7,200	107.5 %
8. Airport Way – Between Lovelace Road and Tactical Way	7,100	C	14,300	D	7,200	101.4 %
9. Airport Way – Between Tactical Way and Daisywood Drive	7,500	D	14,700	D	7,200	96.0 %
10. Airport Way – Between Daisywood Drive and Lathrop Road	8,800	D	16,000	D	7,200	81.8 %

Note: LOS = Level of Service based on Segment Level of Service Thresholds from Manteca General Plan Update and Lathrop General Plan Update

Source: Fehr & Peers, 2022

Table 12 (Continued): Existing Level of Service Analysis – No Project versus With Pending / Undeveloped NWAWMP Parcels - Average Daily Traffic Volumes						
Roadway Segment - Location	**Existing (No Project)**		**Existing With Project**		**With Project - No Project**	
	ADT Volume	**LOS**	**ADT Volume**	**LOS**	**ADT Volume**	**Percentage Change**
11. Airport Way – Between Lathrop Road and Northgate Drive	9,800	D	14,200	D	4,400	44.9 %
12. Airport Way – Between Northgate Drive and Louise Avenue	10,500	D	14,500	D	4,000	38.1 %
13. Airport Way – Between Louise Avenue and Crom Avenue	14,800	D	18,400	D	3,600	24.3 %
14. Airport Way – Between Crom Avenue and Yosemite Avenue	15,600	D	18,800	D	3,200	20.5 %
15. Lathrop Road – Between Union Road and Airport Way	16,700	D	18,700	D	2,000	12.0 %
16. Lathrop Road – Between Airport Way and McKinley Avenue	21,400	D	22,200	D	800	3.7 %
17. Lathrop Road – Between McKinley Avenue and 5th Street	21,000	D	21,600	D	600	2.9 %
18. Lathrop Road – Between 5th Street and Harlan Road	20,600	D	21,200	D	600	2.9 %
19. Lathrop Road – Between Harlan Road and NB I-5 Off/On-Ramps	24,500	D	25,100	D	600	2.4 %
20. Lathrop Road – Between NB I-5 Off /On-Ramps and SB I-5 Off/On-Ramps	16,200	C	16,500	C	300	1.9 %
21. Spartan Way – Between SB I-5 Off/On -Ramps and Golden Valley Parkway	9,200	C	9,290	C	90	1.0 %
22. Intermodal Way – Between Roth Road and 5.11 Tactical Building	1,650	C	3,750	C	2,100	127 %
23. Intermodal Way – Between 5.11 Tactical Building and Tactical Way	950	C	2,945	C	1,995	210 %
24. Intermodal Way – Between Tactical Way and A Street	400	C	2,290	C	1,890	472 %

Note: LOS = Level of Service based on Segment Level of Service Thresholds from Manteca General Plan Update and Lathrop General Plan Update

Source: Fehr & Peers, 2022

ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS – CUMULATIVE CONDITIONS

The following sections present the results for Cumulative No Project and Cumulative With Pending / Undeveloped NWAWMP Area for Weekday Average Daily Traffic (ADT) Conditions. It should be noted that the Cumulative ADT volumes were developed using the projected increase (delta method) in daily traffic volumes from the City of Manteca Travel Demand Forecasting (TDF) Model being developed for the General Plan 2020/2040 Update. **Table 13** presents the projected ADT volumes for twenty-four (24) study roadway segments in the project study area using the City of Manteca / City of Lathrop Travel Demand Forecasting (TDF) Model.

The Project Trip Generation analysis showed that on a daily basis, the Pending / Undeveloped NWAWMP Area would add a total of 9,960 vehicles to the surrounding transportation network, consisting of 7,860 employee vehicles, and 2,100 delivery, California Legal or STAA Trucks.

The results of the roadway segment level of service analysis showed that the proposed Pending / Undeveloped NWAWMP Area would not result in any roadways operating below acceptable level of service thresholds on the surrounding transportation network. All twenty-four roadway segments would continue to operate at acceptable Level of Service C or D under Existing With Project Conditions.

Table 13: Cumulative Level of Service Analysis – No Project versus With Pending / Undeveloped NWAWMP Parcels Average Daily Traffic Volumes

Roadway Segment - Location	No Project		With Project		With Project - No Project	
	ADT Volume	LOS	ADT Volume	LOS	ADT Volume	Percentage Change
1. Roth Road – Between Intermodal Way and Airport Way	17,000	D	19,100	D	2,100	12.4 %
2. Roth Road – Between Intermodal Way and McKinley Avenue	16,600	D	18,700	D	2,100	12.7 %
3. Roth Road – Between McKinley Avenue and Harlan Road	18,500	D	20,600	D	2,100	11.4 %
4. Roth Road – Between Harlan Road and NB I-5 Off/On-Ramps	23,400	D	25,500	D	2,100	9.0 %
5. Roth Road – Between NB I-5 Off/On-Ramps and SB I-5 Off/On-Ramps	25,300	D	26,000	D	700	2.8 %
6. Airport Way – Between French Camp Road and Roth Road	16,800	D	17,600	D	800	4.8 %
7. Airport Way – Between Roth Road and Lovelace Road	18,900	D	26,100	D	7,200	38.1 %
8. Airport Way – Between Lovelace Road and Tactical Way	20,600	D	27,800	D	7,200	35.0%
9. Airport Way – Between Tactical Way and Daisywood Drive	22,300	D	29,500	D	7,200	32.3 %

Note: LOS = Level of Service based on Segment Level of Service Thresholds from Manteca General Plan Update and Lathrop General Plan Update

Source: Fehr & Peers, 2022

Table 13 (Continued): Cumulative Level of Service Analysis – No Project versus With Pending / Undeveloped NWAWMP Parcels Average Daily Traffic Volumes						
Roadway Segment - Location	**No Project**		**With Project**		**With Project - No Project**	
	ADT Volume	**LOS**	**ADT Volume**	**LOS**	**ADT Volume**	**Percentage Change**
10. Airport Way – Between Daisywood Drive and Lathrop Road	23,800	D	31,000	D	7,200	30.3%
11. Airport Way – Between Lathrop Road and Northgate Drive	21,100	D	25,500	D	4,400	20.9 %
12. Airport Way – Between Northgate Drive and Louise Avenue	19,800	D	23,800	D	4,000	20.2 %
13. Airport Way – Between Louise Avenue and Crom Avenue	22,200	D	25,800	D	3,600	16.2 %
14. Airport Way – Between Crom Avenue and Yosemite Avenue	22,100	D	25,300	D	3,200	14.5 %
15. Lathrop Road – Between Union Road and Airport Way	20,600	D	22,600	D	2,000	9.7 %
16. Lathrop Road – Between Airport Way and McKinley Avenue	23,300	D	24,100	D	800	3.4 %
17. Lathrop Road – Between McKinley Avenue and 5th Street	24,800	D	25,400	D	600	2.4 %
18. Lathrop Road – Between 5th Street and Harlan Road	24,200	D	24,800	D	600	2.5 %
19. Lathrop Road – Between Harlan Road and NB I-5 Off/On-Ramps	33,600	D	34,200	D	600	1.8 %
20. Lathrop Road – Between NB I-5 Off /On-Ramps and SB I-5 Off/On-Ramps	34,600	D	34,900	D	300	0.9 %
21. Spartan Way – Between SB I-5 Off/On -Ramps and Golden Valley Parkway	26,500	D	26,590	D	90	0.3 %
22. Intermodal Way – Between Roth Road and 5.11 Tactical Building	1,900	C	4,000	C	2,100	110.5 %
23. Intermodal Way – Between 5.11 Tactical Building and Tactical Way	1,100	C	3,100	C	2,000	181.8 %
24. Tactical Way – Between Tactical Way and A Street	600	C	2,500	C	1,900	316.7 %

Note: LOS = Level of Service based on Segment Level of Service Thresholds from Manteca General Plan Update and Lathrop General Plan Update

Source: Fehr & Peers, 2022

SENATE BILL 743 AND VEHICLES MILES TRAVELED (VMT)

SB 743 created several statewide changes to the evaluation of transportation and traffic impacts under CEQA. First, it directs OPR to amend the CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects within transit priority areas (TPAs) and allows OPR to extend use of the new metrics beyond TPAs. The California Natural Resources Agency certified and adopted the amended CEQA Guidelines in December 2018. In the amended CEQA Guidelines, OPR selected Vehicle Miles Traveled (VMT) as the primary transportation impact metric to be applied throughout the State of California.

The amended CEQA Guidelines state that "generally, VMT is the most appropriate measure of transportation impacts" and the provisions requiring the use of VMT shall apply statewide as of July 1, 2020. The amended CEQA Guidelines further state that land use "projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less-than-significant transportation impact."

Second, SB 743 establishes that aesthetic and parking impacts of a residential, mixed-use residential, or employment center projects on an infill site within a TPA shall not be considered significant impacts on the environment.

Third, SB 743 added section 21099 to the Public Resources Code, which states that automobile delay, as described by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment upon certification of the CEQA Guidelines by the Natural Resources Agency. Since the amended CEQA Guidelines were certified in December 2018, LOS or similar measures of vehicular capacity or traffic congestion are not considered a significant impact on the environment under CEQA.

Lastly, SB 743 establishes a new CEQA exemption for a residential, mixed-use, and employment center project a) within a TPA, b) consistent with a specific plan for which an EIR has been certified, and c) consistent with an SCS. This exemption requires further review if the project or circumstances changes significantly.

Technical Advisory on Evaluating Transportation Impacts

To aid in SB 743 implementation, in December 2018 OPR released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory). The Technical Advisory provides advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes. This includes technical recommendations regarding the assessment of VMT, thresholds of significance, VMT mitigation measures, and screening thresholds for certain land use projects. Lead agencies may consider and use these recommendations at their discretion and with the provision of substantial evidence to support alternative approaches.

The Technical Advisory identifies "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. The Technical Advisory suggests that projects meeting one or more of the following criteria should be expected to have a less-than-significant impact on VMT.

Small projects – projects consistent with a SCS and local general plan that generate or attract fewer than 110 trips per day.

Projects near major transit stops – certain projects (residential, retail, office, or a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor.

Affordable residential development – a project consisting of a high percentage of affordable housing may be a basis to find a less-than-significant impact on VMT.

Local-serving retail – local-serving retail development tends to shorten trips and reduce VMT. The Technical Advisory encourages lead agencies to decide when a project will likely be local-serving, but generally acknowledges that retail development including stores larger than 50,000 square feet might be considered regional-serving. The Technical Advisory suggests lead agencies analyze whether regional-serving retail would increase or decrease VMT (i.e., not presume a less-than-significant).

Projects in low VMT areas – residential and office projects that incorporate similar features (i.e., density, mix of uses, transit accessibility) as existing development in areas with low VMT will tend to exhibit similarly low VMT.

The Technical Advisory also identifies recommended numeric VMT thresholds for residential, office, and retail projects, as described below.

Residential development that would generate vehicle travel exceeding 15 percent below existing (baseline) residential VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as a regional VMT per capita or as city VMT per capita.

Office projects that would generate vehicle travel exceeding 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

Retail projects (and other non-residential/non-office projects) that results in a net increase in total VMT may indicate a significant transportation impact.

For mixed-use projects, the Technical Advisory suggests evaluating each component independently and applying the significance threshold for each project type included. Alternatively, the lead agency may consider only the project's dominant use.

The Technical Advisory also provides guidance on impacts to transit. Specifically, the Technical Advisory suggests that lead agencies generally should not treat the addition of new transit users as an adverse impact. As an example, the Technical Advisory suggests that "an infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network."

VMT-Focused Transportation Impact Study Guide

On May 20, 2020, the VMT-Focused Transportation Impact Study Guide (TISG) was adopted. The TISG provides guidance on how Caltrans will review land use projects, with focus on VMT analysis and supporting state land use goals, state planning priorities, and GHG emission reduction goals; as well as identifying land use projects' possible transportation impacts to the State Highway System and potential non-capacity increasing mitigation measures.

The TISG emphasizes that VMT analysis is Caltrans' primary review focus, and references OPR's Technical Advisory as a basis for the guidance in the TISG. Notably, the TISG recommends the use of the recommended thresholds in the Technical Advisory for land use projects. The TISG also references the Technical Advisory for screening thresholds that would identify projects and areas presumed to have a less-than-significant transportation impact. Caltrans supports streamlining for projects that meet these screening thresholds because they help achieve VMT reduction and mode shift goals.

NORTHWEST AIRPORT WAY MASTER PLAN (NWAWMP) VEHICLES MILES TRAVELED ANALYSIS

The proposed NWAWMP Project does not qualify as a small project for screening purposes, and it is not located in a low VMT area. Therefore, consistent with the discussion of SB 743 provided above vehicle travel was evaluated using VMT as the primary metric. The following describes the baseline VMT levels for industrial land uses in the City of Manteca. The Baseline VMT and Cumulative Project VMT was developed using the City of Manteca travel demand model that was derived from the San Joaquin Council of Government's (SJCOG) Regional Travel Demand Model. The model was developed in 2020 and calibrated to adjusted pre COVID-19 traffic counts.

Roadway improvements and land use projections consistent with the SJCOG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), City of Manteca General Plan, and City of Lathrop General Plan were added to the Cumulative Conditions Model.

A model-wide analysis was preformed to obtain daily trips and travel distance for all Industrial Transportation Analysis Zones (TAZs), and the product of daily trips and travel distance was summed up to obtain VMT estimates. It should be noted that the VMT analysis was based on Intermodal Way being designated to provide access to and from Roth Road and the I-5 / Roth Road interchange for project-generated California Legal and STAA Truck traffic.

Table 14 presents modeled Baseline Citywide from the Manteca General Plan EIR and Cumulative With Pending / Undeveloped NWAWMP Area VMT per industrial employee. According to the Manteca General Plan EIR, the 2019 Baseline VMT per industrial employee is 75.3. The results of the VMT analysis showed that the proposed Pending / Undeveloped NWAWMP Area will result in a relatively flat / minor decrease in VMT when compared to baseline citywide, from 75.3 to 75.1 vehicle miles per employee.

This represents a relatively flat 0.26% decrease when compared to baseline city-wide average. This result is consistent with the Manteca General Plan EIR, which showed a reduction from 75.3 to 75.0 (Table 3.14-8). It should be noted that the construction of the Pending / Undeveloped NWAWMP Area will improve the jobs to housing balance in the City of Manteca and provide an overall benefit to reducing VMT per employee with fewer residents expected to leave the City for employment. This will result in fuel consumption and greenhouse gas emissions reductions.

Table 14: Pending / Undeveloped NWAWMP Parcels Vehicle Miles Traveled (VMT) Analysis

Scenario	VMT Per Industrial Employee	VMT Reduction Per Industrial Employee	Percentage Reduction Per Industrial Employee
Baseline Citywide	75.3		
Cumulative With Pending / Undeveloped NWAWMP Area	75.1	- 0.2	-0.26 %

Note: Citywide VMT includes All industrial land Uses in the City of Manteca
Source: City of Manteca Travel Demand Model - Fehr & Peers, 2022

CONCLUSIONS

The following sections presents the conclusions of the Transportation Impact Analysis (TIA) conducted for the Northwest Airport Way Master Plan EIR Addendum

Intersection Operations Analysis

The Project Trip Generation analysis showed that during the AM peak hour, the pending / undeveloped NWAWMP parcels would add a total of 783 vehicles to the surrounding transportation network, consisting of 642 employee vehicles, and 141 delivery, California Legal or STAA Trucks. During the PM peak hour, the pending / undeveloped NWAWMP parcels would add a total of 803 vehicles to the surrounding transportation network, consisting of 642 employee vehicles, and 161 delivery, California Legal or STAA Trucks.

The results of the intersection level of service analysis showed that the pending / undeveloped NWAWMP parcels would not result in any intersections operating below acceptable level of service thresholds on the surrounding transportation network. All fourteen (14) study intersections would continue to operate at acceptable Level of Service D or better under Existing With Project Conditions.

Under Cumulative No Project Conditions, traffic associated with land use growth in the City of Manteca and City of Lathrop contributes to the increase in traffic volumes along Lathrop Road. The Union Road/Lathrop Road would operate unacceptably at LOS F during both AM peak hour and PM peak hours without the Pending / Undeveloped NWAWMP Area.

The results of the intersection level of service analysis showed that the proposed Pending / Undeveloped NWAWMP Area would not result in any additional intersections operating below acceptable level of service thresholds on the surrounding transportation network. Thirteen (13) of the fourteen (14) study intersections would continue to operate at acceptable Level of Service D or better under Cumulative With Project Conditions. The Union Road/Lathrop Road intersection would continue to operate unacceptably at LOS F during both AM peak hour and PM peak hours under the Cumulative with Pending / Undeveloped NWAWMP Area Project Conditions.

Roadway Operations Analysis

The Project Trip Generation analysis showed that on a daily basis, the Pending / Undeveloped NWAWMP Area would add a total of 10,085 vehicles to the surrounding transportation network, consisting of 8,080 employee vehicles, and 2,005 delivery, California Legal or STAA Trucks.

The results of the roadway segment level of service analysis showed that the Pending / Undeveloped NWAWMP Area would not result in any roadways operating below acceptable level of service thresholds on the surrounding transportation network. All twenty-four roadway segments would continue to operate at acceptable Level of Service C or D under Existing With Project Conditions.

The results of the roadway segment level of service analysis showed that the proposed Pending / Undeveloped NWAWMP Area would not result in any roadways operating below acceptable level of service thresholds on the surrounding transportation network. All twenty-four roadway segments would continue to operate at acceptable Level of Service C or D under Existing With Project Conditions.

Vehicle Miles Traveled Analysis

The results of the VMT analysis showed that the proposed Pending / Undeveloped NWAWMP Area will result in a relatively flat 0.26% decrease when compared to baseline city-wide average. This result is consistent with the Manteca General Plan EIR, which showed a reduction from 75.3 to 75.0 (Table 3.14-8). It should be noted that the construction of the Pending / Undeveloped NWAWMP Area will improve the jobs to housing balance in the City of Manteca and provide an overall benefit to reducing VMT per employee with fewer residents expected to leave the City for employment. This will result in fuel consumption and greenhouse gas emissions reductions.

It should be noted that the updated General Plan includes policies designed to reduce vehicle travel and vehicle miles traveled. The Circulation Element (Chapter 3.14) addresses providing adequate pedestrian, bicycle, and transit facilities and opportunities, promoting non-vehicle travel modes, requiring development projects that accommodate or employ fifty (50) or more employees to implement Transportation Demand Management (TDM) programs, and ensuring regional coordination on trip and VMT reduction efforts. General Plan policies and actions that contribute to VMT reductions are identified below. These policies and actions minimize VMT impacts to the greatest extent feasible.

Additionally, the Governors Executive Order N-79-20 requires that 100 percent of in-state sales of new passenger cars and trucks be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations, where feasible, and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero-emission off-road vehicles and equipment by 2035, where feasible. Accordingly, the City of Manteca aims to develop a Zero Emissions Vehicle Market Development Strategy that ensures expeditious implementation of the systems of policies, programs and regulations necessary to achieve the order.