City of Manteca

The Kaiser Manteca ED Expansion Project
Site Plan/Design Review (SPC-24-81)
Lot Line Adjustment (LLA-24-82)
Conditional Use Permit (UPJ-25-02)
Master Sign Program (MSP-25-05)
Draft Initial Study and Mitigated Negative Declaration

Prepared for

City of Manteca

City of Manteca Development Services Department

1215 W. Center St. Suite 201

Manteca, CA 95337

August 2025

Prepared by

Kimley-Horn and Associates

1300 Clay Street, Suite 900

Oakland, CA 94612

This Page Intentionally Left Blank

Table of Contents

1.0 Introduction & Purpose 1
1.1 Purpose and Scope of the Initial Study 1
1.2 Summary of Findings 1
1.3 Initial Study Public Review Process 2
1.4 Report Organization 3
2.0 Description of Project 4
2.1 Project Location 4
2.2 Environmental Setting 4
2.3 Proposed Project Development 7
2.4 Offsite Improvements 8
2.5 Required Entitlements 9
3.0 Initial Study Checklist 17
4.0 Environmental Factors Potentially Affected 20
5.0 Environmental Analysis 21
5.1 Aesthetics 21
5.2 Agriculture and Forestry Resources 25
5.3 Air Quality 31
5.4 Biological Resources 47
5.5 Cultural Resources 59
5.6 Energy 61
5.7 Geology and Soils 66
5.8 Greenhouse Gas Emissions 73
5.9 Hazards and Hazardous Materials 83
5.10 Hydrology and Water Quality 89
5.11 Land Use and Planning 97
5.12 Mineral Resources 99
5.13 Noise 100
5.14 Population and Housing 125
5.15 Public Services 127
5.16 Recreation 130

5.17 Transportation 131
5.18 Tribal Cultural Resources 138
5.19 Utilities and Service Systems 140
5.20 Wildfire 146
5.21 Mandatory Findings of Significance 148
6.0 References 151
Appendix A Air Quality Modeling Data 155
Appendix B1 Biological Resource Analysis 156
Appendix B2 Jurisdictional Delineation 157
Appendix C Cultural Resources Records Search 158
Appendix D Energy Calculations 159
Appendix E Noise Data and Calculations 160
Appendix F1 Transportation Impact Analysis 161
Appendix F2 Transportation Evaluation 162

1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.), to evaluate the potential environmental effects associated with the construction and operation of the Kaiser Manteca Emergency Department (ED) Expansion Project (Project). Pursuant to Section 15367 of the State CEQA Guidelines, the City of Manteca (City) is the lead agency for the project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when: The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment. This Initial Study serves as substantial evidence to support the mitigated negative declaration.

1.2 Summary of Findings

Section 3.0 of this document contains the Environmental Checklist that was prepared for the Project pursuant to CEQA requirements. The Environmental Checklist indicates whether the Project would result in significant impacts with the implementation of mitigation measures, as identified throughout this document.

Mitigation Measures

State CEQA Guidelines Section 15041, *Authority to Mitigate,* gives the lead agency for a project the authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus" and "rough proportionality" standards described below. CEQA Guidelines Section 15364 defines "feasible" as capable of being accomplished in a successful manner within a reasonable period of time, considering economic, environmental, legal, social, and technological factors. Mitigation measures will be adopted to reduce the environmental impacts to less than significant levels and must be consistent with all applicable constitutional requirements, including the following:

- There must be an essential nexus (i.e., connections) between the mitigation measure and legitimate governmental interest.
- The mitigation measure be "roughly proportional" to the impacts of the project.

Several forms of mitigation under CEQA Section 15370 are summarized as follows:

- **Avoiding** the impact by not taking a certain action(s);
- **Minimizing** impacts by limiting the degree or magnitude of the action and its implementation;
- **Rectifying** the impact by repairing, rehabilitating, or restoring the impacted environment;
- **Reducing** or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- **Compensating** for the impact by replacing or providing substitute resources or environment.

Avoiding impacts is the preferred form of mitigation, followed by minimizing or rectifying the impact to less than significant levels. Compensating for impacts would be pursued if no other form of mitigation is feasible.

Environmental Resource Topics

This IS/MND evaluates the Project's impacts on the following resource topic:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazard and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

1.3 Initial Study Public Review Process

The Initial Study and a Notice of Intent (NOI) to adopt this Mitigated Negative Declaration (MND) will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 30-day public review period.

Written comments regarding this MND should be addressed to:

Toben Barnum
City of Manteca Development Services Department
1215 W. Center St. Suite 201
Manteca, CA 95337
tbarnum@manteca.gov

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction & Purpose. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Description of Project. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Factors Potentially Affected. This section identifies the environmental factors that could be potentially affected by the Project.

Section 5.0 – Environmental Analysis. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 6.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 DESCRIPTION OF PROJECT

2.1 Project Location

The Kaiser Manteca Emergency Department (ED) Expansion Project (Project) is located in the City of Manteca within San Joaquin County, California. In addition to the development of an expanded ED, offsite improvements (described in Section 2.4, below) (Offsite Improvements) will be constructed by the Project. As such, references to the "Project Site" identify the area where ED development and required entitlement actions would occur. The Project Site comprises Assessor's Parcel Numbers (APNs) 200-180-16, -17, -18, -34, -35, -37, -39, -40, -41, -42, -43, -44 and 200-140-29, -30, and -31. Within the Project Site, APNs 200-18-34 and -37 represent the area where development of the expanded ED will occur and is referred to as the "Site Development Area." Additionally, within the Project Site, APNs 200-140-30 and -31 will be referred to as the "Northen Portion of the Project Site". The "Offsite Improvements Area" refers to the locations where Offsite Improvements will occur.

The Project Site is located on the northwest corner of W. Yosemite Avenue and St. Dominics Drive and is bound by the Manteca Park Golf Course to the north; a leased Kaiser Permanente medical office building and vacant land entitled for apartment use to the east; W. Yosemite Avenue to the south; and residential and vacant land uses to the west. The Offsite Improvements Area is located along a portion of the former South San Joaquin Irrigation District (SSJID) Drain 5 located within the Northern Portion of the Project Site, a portion of W. Yosemite Avenue immediately south of the Project Site, and the extension of Center Street north of the existing Kaiser Permanente facility. Please see **Figure 2-1: Regional Map** and **Figure 2-2: Project Site Vicinity.**

2.2 Environmental Setting

Regional Setting

The City of Manteca (City or Manteca) is located in central California, approximately 65 miles directly east of San Francisco and 12 miles south of Stockton. Manteca is located within an area of California called the Central Valley. This area is an elongated valley occupying the central region of California, and is, on average, 50 miles wide and 400 miles from north to south.[1] The Project Site and Offsite Improvements Area fall within an area of the Central Valley called the San Joaquin Basin. The San Joaquin River flows through the basin with outlets to the San Francisco Bay and Pacific Ocean. The City is located at the top northwest boundary of the basin.

[1] United States Geological Survey. California's Central Valley. Available at: https://ca.water.usgs.gov/projects/central-valley/about-central-valley.html#:~:text=The%20Central%20Valley%2C%20also%20known,structural%20depressions%20in%20the%20world. Accessed on November 5, 2024.

Local Setting

Existing General Plan Land Use Designation

The Project Site is designated as Public/Quasi-Public (PQP) for APNs 200-180-16, -17, 18, -34, -37, -39, -40, -41, -42, -43, -44; Business Professional (BP) for APN 200-180-35; and Commercial Mixed Use (CMU) for APNs 200-140-29, -30, and -31 by the Manteca 2043 General Plan Update, which was adopted in February 2024 (General Plan).[2] The General Plan describes PQP as providing for: "government-owned facilities, public and private schools, institutions, civic uses and public utilities, and quasi-public uses such as hospitals and religious institutions." BP is described as providing for: "professional and administrative offices, medical and dental clinics, laboratories, financial institutions, public and quasi-public uses, and similar and compatible uses." CMU is described as providing for: "high density residential, employment centers, retail commercial, and professional offices."

The Project Site is also located in General Plan Policy Area 2, an area located along W. Yosemite Avenue and Airport Way. According to the General Plan, Policy Area 2 is envisioned to include "uses that support the expansion and retention of the Kaiser Permanente facility, creation of a high transit use corridor, linkages to a future nearby transit center, and provide connectivity to the Family Entertainment Zone and other destinations." Vertical, mixed-use development is encouraged within Policy Area 2, which allows for commercial, high and medium density residential, transit-oriented, business, medical, and recreational land uses.[3] See **Figure 2-3: City of Manteca General Plan Land Use Map** for the existing land use designations for the Project Site and adjacent properties.

Existing Zoning

The Project Site is zoned PQP (City Council Ordinance 17.20.040, January 21, 2025) for APNs 200-180-16, -17, 18, -34, -35, -37, -39, -40, -41, -42, -43, -44. According to the City's Municipal Code, the PQP zoning district is intended to provide for government-owned facilities, public and private schools, institutions, civic uses and public utilities, and quasi-public uses, such as hospitals and religious institutions. The Project Site is zoned as Mixed-Use Commercial for APNs 200-140-29, -30, and -31. According to the City's Municipal code, the Mixed-Use Commercial zoning district is characterized by interconnected streets, wide sidewalks, outdoor public spaces and activities, and accommodates a mix of primarily retail and service commercial uses complemented by office and/or residential uses and intended to improve accessibility, walkability, and overall quality of life for residents, employees, and visitors. See **Figure 2-4: City of Manteca Zoning Map** for the zoning districts for the Project Site and adjacent properties.

Existing Conditions

The Project Site contains an existing 81,983-square-foot (sf) hospital and satellite medical office buildings that serve the medical campus. An associated surface parking lot for the medical facilities is located within

[2] City Of Manteca. Municipal Code. Available at: https://ecode360.com/44091812?highlight=development,development%20plans,planned%20development,planning&searchId=11592320601215303. Accessed on November 5, 2024.
[3] City of Manteca. (2024). General Plan Update. Available at: https://static1.squarespace.com/static/582f3c2a59cc689c8da65127/t/66f42d5977259d280e510cb0/1727278497351/Manteca_GeneralPlan_Adopted_2-24.pdf. Accessed on November 6, 2024.

the Project Site, as well. The surface parking lot within the Project Site contains landscaped areas that include mature trees, shrubbery, and landscaped vegetation. The northernmost portion of the Project Site includes a storm drainage basin (that will be dedicated to the City in the future), and the surrounding land that has been previously graded to create the basin.

As shown in **Figure 2-2: Project Site Vicinity**, SSJID Drain 5 is located immediately north of the Project Site. Further north is the Manteca Park Golf Course, which has a land use designation and zoning district of "Park." To the east of the Project Site is St. Dominics Drive, a leased Kaiser medical office building located at 1721 W. Yosemite Avenue (APN: 200-150-25), and vacant land (APNs: 200-150-26 and -27). According to the City of Manteca's published map of Finished, Entitled, and Pending Lots/Units (December 2024)[4], the two vacant parcels immediately east of the Project Site are currently entitled for development of 420 apartment units.[5] To the south of the Project Site, across W. Yosemite Avenue, is vacant land at 1758 W. Yosemite Avenue (APN: 222-050-05) and 1852 W. Yosemite Avenue (APN: 222-050-01). Located between 1758 W. Yosemite Avenue and 852 W. Yosemite Avenue is 1800 W. Yosemite Avenue (APN: 222-050-02), which consists of the MasaLatina Latin American restaurant. Areas to the south of the Project Site have a designated land use of Commercial and zoning district of Mixed-Use Commercial. Currently, the vacant land south of the Project Site contains minimal vegetation. However, the parcel at 1758 W. Yosemite Avenue is currently in the process of entitlement review for the development of 264 multi-family apartments.[6] To the west of the Project Site is 1873 and 1895 W. Yosemite Avenue (APN: 200-140-37 and -36), consisting of a single-family residential use, and vacant land (APNs: 200-140-02, -04, -05, -20, and -26). The parcels have land use designations of BP, Medium Density Residential, and High Density Residential, and CMU, Limited Multiple-Family Dwelling, and Multiple-Family Dwelling zoning districts. Further west, Werner Enterprises Drop Yard located at 1985 W. Yosemite Avenue (APN: 200-140-19) has a land use designation of C and zoning district of Mixed-Use Commercial. The area west of the Project Site also consists of minimal natural vegetation. Currently, the parcel at APN 200-140-20 is entitled for development of 64 residential apartments.[7] The parcel at APN 200-140-26 is entitled for a subdivision of 123 lots.[8] See **Figure 2-4: City of Manteca Zoning Map** for the existing zoning districts for the Project Site and adjacent properties.

The Project Site has existing utility stubs provided on site, street lighting along W. Yosemite Avenue and St. Dominics Drive, and existing curbs, gutters, and sidewalks along the frontage of the medical facility and along St. Dominics Drive.

[4] City of Manteca. (2024). Finished, Entitled, and Pending Lots/Units . https://www.manteca.gov/home/showpublisheddocument/6720/638718544911030000
[5] Prose Manteca Apartments Project: SPA-22-014, SCH #: 2002042088.
[6] Yosemite Family Apartments Project: SPA-23-113
[7] Yosemite Apartments Project: SPA-21-165, SCH #: 2022120184
[8] 320 North Airport Way Project: Approved Tentative Map (approved 2022), Pending Final Map. SDJ-21-42, SCH #: 2021120523

2.3 Proposed Project Development

Building Program and Design

Kaiser Permanente proposes to construct an approximately 27,450-sf ED expansion to its existing hospital facility. The expanded ED would be located to the south of the existing hospital, parallel to W. Yosemite Avenue. The ED expansion would include 34 treatment bays, a relocated ambulance drop-off on W. Yosemite Avenue, a new walk-in emergency waiting area and drop-off with access from St. Dominics Drive, a new magnetic resonance imaging (MRI) imaging trailer, and a relocated existing computed tomography (CT) trailer. The temporary lab building currently on the site would remain permanently. In addition, the current 4,000 sf, 11-bay ED would be renovated to include additional imaging and support space as part of a separate tenant improvement project after completion of the Project.

The proposed ED expansion would be a single-story building with exterior metal canopies. The ED would include signage to serve as a landmark to visitors approaching the hospital campus along W. Yosemite Avenue. The proposed signage includes entrance, wall, and directional signage on the medical campus. The existing sign serving the building at 165 St. Dominics Drive, currently located at the northwest corner of W. Yosemite Avenue and St. Dominics Drive, would be relocated further north on St. Dominics Drive by the Project, closer to the building that the signage serves.

Site Access and Circulation

Construction of the ED would displace existing medical facility parking, which would be relocated to the east along St. Dominics Drive, thereby removing the existing turf landscape feature. The parking area to the west of the proposed ED would be replaced with new parking and an ambulance drop-off zone. The Project would create 112 new parking stalls in total. Of the 112 total parking stalls, 36 stalls would be located in the western parking area and 76 parking stalls would be located in the eastern parking area. The Project would result in approximately 646 parking spaces for the overall campus. In addition, 10 short-term bicycle parking spaces would be provided on the eastern side of the proposed ED. With completion of the Project, the overall campus approximate parking count of 646 would exceed, by 80 parking spaces, the minimum 566 parking spaces required by the City's Municipal code. Existing driveway locations along W. Yosemite Avenue and St. Dominics Drive would be adjusted but the total number of driveways would not increase. The new walk-in emergency waiting area and drop-off area would be constructed with access from one of the St. Dominics Drive driveways.

Utilities

The Project would build sewer and fire system utility connections to the existing sewer and fire systems that serve the existing medical facility. Additionally, the Project would provide a new underground water tank and associated pump. The Project would include the installation of an underground fuel tank west of the ED expansion building, which would provide fuel to the proposed generator yard. One new, 1250-kilowatt (kW), tier 4 generator would be installed for emergency power in the event that standard power delivery to the building is cut off. The generator will need to be tested periodically to ensure full functionality, however the Project will not use any natural gas or fuel for any of its equipment that is used

for day-to-day operation. Otherwise, the proposed ED would be all electric. A new PG&E transformer would be installed to support the Project. The Project would also install an underground wastewater holding tank to support the Project. Stormwater will be gravity fed from hardscape into biotreatment areas to filter the water before it goes into the existing City storm drain system.

Landscaping

The Project includes approximately 34,925 sf of landscaping, with approximately 3,795 sf of landscaping installed in the median created by the Offsite Improvements along St. Dominics Drive. The Project would remove 71 of the existing 76 on-site trees within the Project area. The 71 removed trees would be replaced with 73 new trees that require low to moderate water use. In addition, courtyard shade planting, parking lot landscaping, and bioretention planting would be included as part of the Project. The Project would develop five designated bioretention areas within the Project Site to accommodate on-site stormwater infiltration.

Construction

Construction of the Project includes demolition, site preparation, grading, paving, building construction, and architectural coating. Construction is expected to commence in October 2025 at the earliest and last for approximately 28 months, ending by 2027. Approximately 30 construction workers are anticipated to travel to the Project Site daily during construction. To facilitate construction, fill material will be moved from the vacant parcel north of the existing medical center for construction of the expanded ED. Approximately 5,000 cubic yards (cy) of soil are anticipated to be used as fill for the site.

Operation

Ten additional ED employees are anticipated to support the ED expansion proposed by the Project. Operation of the Project is not anticipated to increase ambulance trips to the facility. No helicopter activity is anticipated during Project operation, as the medical facility's helipad is planned for decommissioning in 2025.

2.4 Offsite Improvements

Offsite Improvements previously entitled with other Kaiser projects would contemporaneously be constructed in addition to the ED development described above. See **Figure 2-2: Project Site Vicinity** for the location of Offsite Improvements.

Along W. Yosemite Avenue, a raised median would be constructed within the road along the entire Project Site frontage with turn pockets into the ED drive aisle and St. Dominics Drive. The raised median would begin within the road at the most westerly Project Site property line, or just beyond, as required to install a transitional median for the left turn pocket into the emergency vehicle driveway. Additionally, the intersection of St. Dominics Drive and W. Yosemite Avenue would be altered to be a signalized intersection. Visitors would access the Project Site from St. Dominics Drive, while ambulances would access the Project Site from W. Yosemite Avenue. Additionally, the Project would construct a Class II bicycle lane along W. Yosemite Avenue.

Center Street would be constructed along the existing storm drain alignment from the westerly property line to the easterly property line for future access into the future subdivision on the west and the apartment complex on the east. St. Dominics Drive, along with the West Project Driveway, would intersect with the extended Center Street alignment. The West Project Driveway's connection to Center Street would be restricted to outbound (exiting) movements from the existing medical facility. For the extension and construction of Center Street, a 60-foot road right-of-way would be dedicated to the City. Bicycle lanes would also be constructed along Center Street, as required by City standards. St. Dominics Drive would also be extended north from its current terminus to the extension of Center Street.

Additional improvements along the portion of Center Street include the construction of a 36-inch sewer trunk main to the existing 12-inch sanitary sewer main. The 36-inch sewer main would extend along the approximate alignment of the existing 12-inch sewer main to the north property line of the Project Site. Center Street and its extension would also require the establishment of a 60-foot road right-of-way and a 10-foot Public Utility Easement (PUE). In conformance with Municipal Code Chapter 13.34, the Offsite Improvements will be required to include installation of joint trench fiber optic conduits in the PUE.

SSJID Drain 5 would be underground with a 60-inch reinforced concrete pipe (RCP) as part of the Offsite Improvements. Offsite Improvements would also construct a storm drainage pump station at the existing Project Site stormwater basin.

2.5 Required Entitlements

As part of the Project, there are multiple entitlement requests as detailed below. The Project Site; as defined in Section 2.1, Project Location, above; comprises the area where ED expansion development and entitlement actions would occur. Additionally, the Project Site is depicted in **Figure 2-2: Project Site Vicinity**.

Lot Line Adjustment

The Project consists of a 27,450-sf expansion of the existing ED located at 1777 W. Yosemite Avenue and 121 St. Dominics Drive (APNs: 200-180-34, -37). The Project would require a Lot Line Adjustment to merge two parcels (APNs: 200-18-34, 200-18-37) into one parcel.

Site Plan and Design Review

A Site Plan and Design Review is required as part of the Project; Municipal Code Section 17.10.060(F) requires certain findings to be made for the City to approve a Site Plan and Design Review entitlement. The Site Plan is included as **Figure 2-5: Overall Proposed Site Plan**.

Conditional Use Permit

A Conditional Use Permit for the Emergency Department expansion is required per Table 17.22.020-1 of the Municipal Code, as revised by Ordinance 2025-13. Municipal Code Section 17.10.130(E) requires certain findings to be made for the City to approve a Conditional Use Permit entitlement.

California Department of Health Care Access and Information (HCAi) Building Permit

HCAi regulates the design and construction of healthcare facilities to ensure they are safe and capable of providing services to the public. HCAi provides plan review and construction observation of the design and specifications for the architectural, structural, mechanical, plumbing, electrical, and fire and life safety components of these health facilities. Thus, all building permits related to the hospital are managed by HCAi, but HCAi would not approve building permits without prior approval from the City.



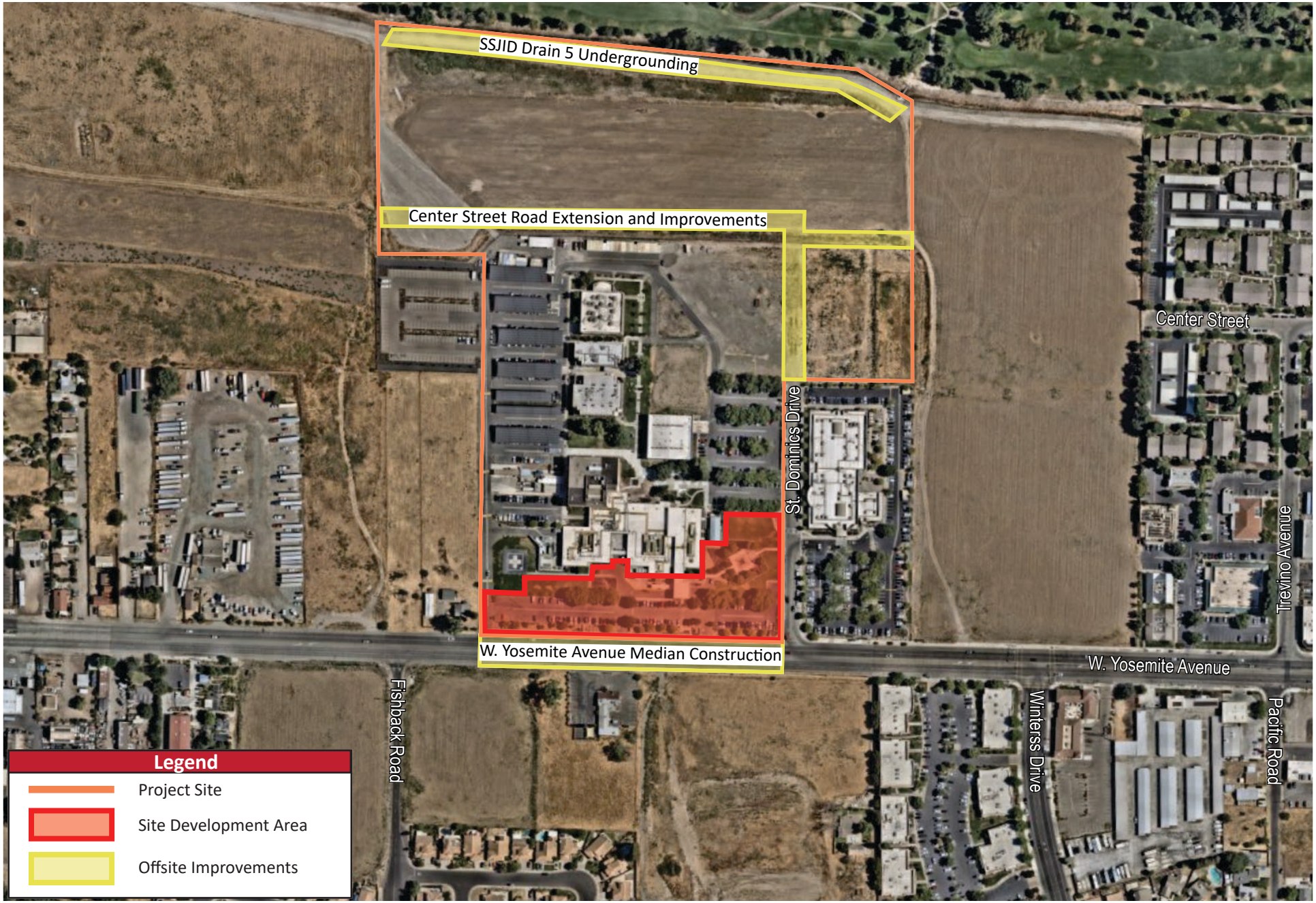
Source: ArcGIS Pro. 2024

Figure 2-1: Regional Map

Kaiser Manteca ED Expansion Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



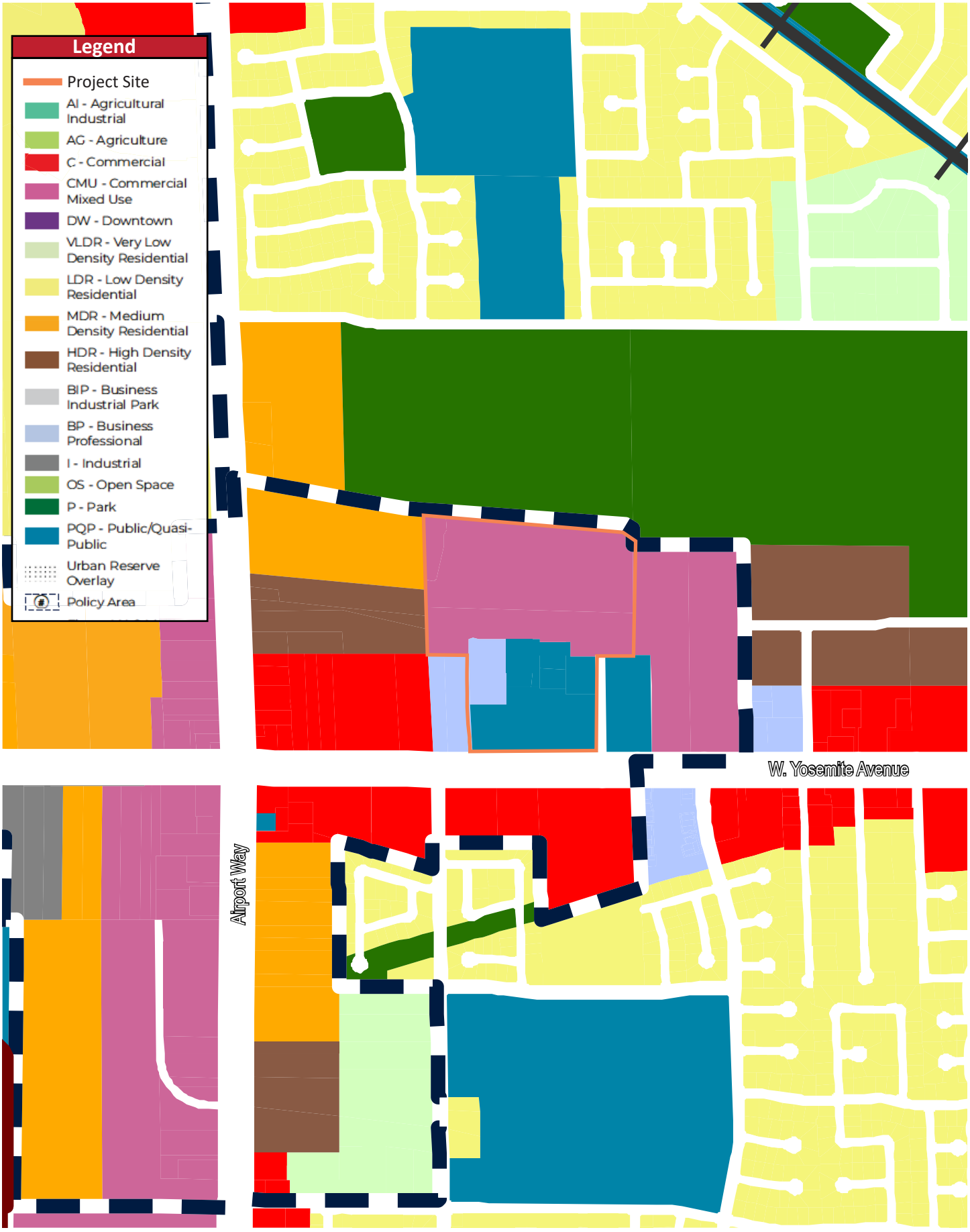
Source: Nearmap, 2024

Figure 2-2: Project Site Vicinity

Kaiser Manteca ED Expansion Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



Source: City of Manteca, 2024

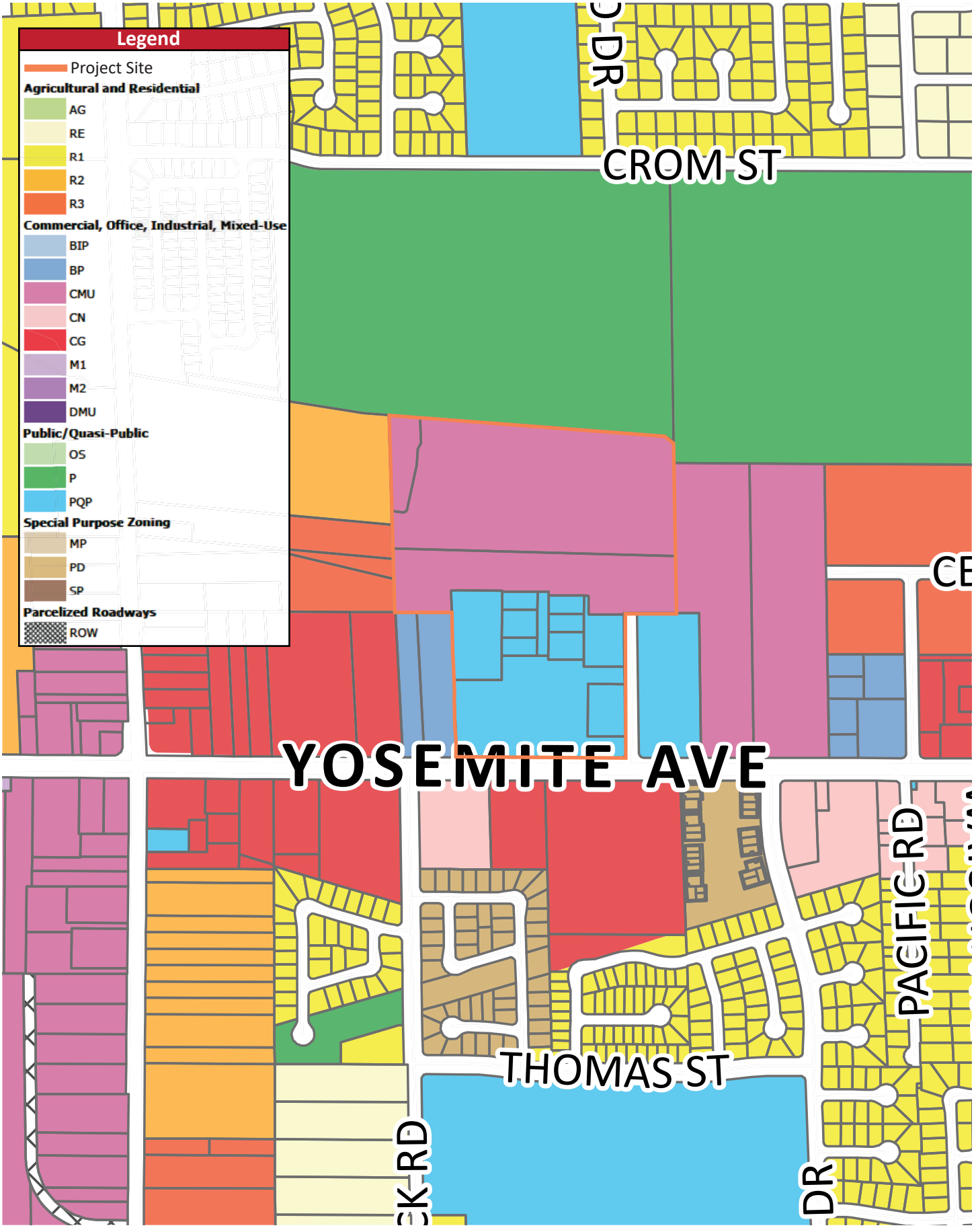
Figure 2-3: City of Manteca General Plan Land Use Map

Kaiser Manteca ED Expansion Project

Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



Source: City of Manteca, 2024

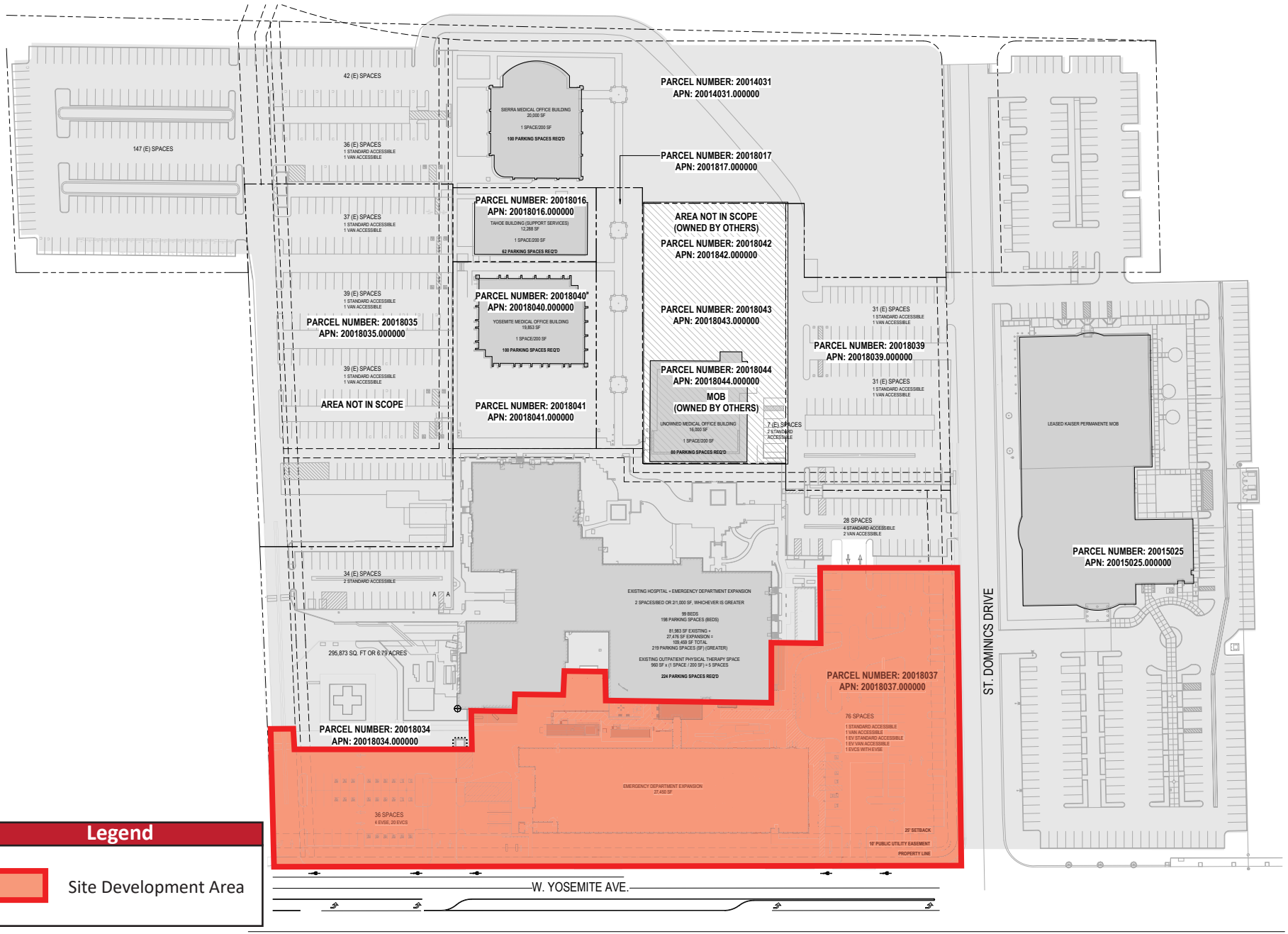
Figure 2-4: City of Manteca Zoning Map

Kaiser Manteca ED Expansion Project

Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



Source: SLAM, 2024

Figure 2-5: Overall Proposed Site Plan

Kaiser Manteca ED Expansion Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

This Page Intentionally Left Blank

3.0 INITIAL STUDY CHECKLIST

1. **Project title:**

   The Kaiser Manteca Emergency Department Expansion Project

2. **Lead agency name and address:**

   The City of Manteca
   Development Services Department
   1215 W. Center St., Suite 201
   Manteca, California 95337

3. **Contact person and phone number:**

   Toben Barnum, Associate Planner
   (209) 456.8517
   tbarnum@manteca.gov

4. **Project location:**

   The northwest corner of W. Yosemite Avenue and St. Dominics Drive
   Manteca, California 95337

5. **Project sponsor's name and address:**

   Tina Wehrmeister, Senior Manager, Land Use & Entitlements
   Kaiser Foundation Health Plan, Inc.
   1950 Franklin Street
   Oakland, CA 94612

6. **General Plan designation:**

   Public/Quasi-Public (PQP) for APNs 200-180-16, -17, 18, -34, -37, -39, -40, -41, -42, -43, -44.
   Business Professional (BP) for APN 200-180-35.
   Commercial Mixed Use (CMU) for APNs 200-140-29, -30, and -31.

7. **Zoning:**

   Public/Quasi-Public (PQP)
   Mixed-Use Commercial

8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

   The Project proposes to construct an approximately 27,450-sf ED expansion to the existing emergency department facility on the Project Site. The Project would propose parking improvements, utilities, and landscaping within the Project Site. Offsite Improvements previously entitled as part of other Kaiser projects would also be constructed as part of the Project. These Offsite Improvements would include the construction of a median along W. Yosemite Avenue along the Project Site frontage, extension of the existing Center Street roadway and construction of

associated roadway improvements, and undergrounding of the existing SSJID Drain 5. Additionally, the Project would require a lot line adjustment, site plan design review, and a conditional use permit. For more detail, refer to Section 2.0, Description of Project, above.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

North of the Project Site is land designated as Park by the General Plan, which consists of the Manteca Park Golf Course. East of the Project Site is vacant land designated as PQP and CMU. South of the Project Site is predominantly vacant land with one commercial business, designated as Commercial. Located west of the Project Site is one residential use on land designated as Business Professional, vacant land designated as Low and High Density Residential, and a commercial use on land designated as Commercial.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

City of Manteca

- Adoption of the Initial Study/Mitigated Negative Declaration
- Approval of Conditional Use Permit/Lot Line Adjustment/ Site Plan Design Review
- Approve grading and Improvement Plans
- Approve building permits

California Department of Health Care Access and Information (HCAi)

- Issue a building permit

San Joaquin Valley Air Pollution Control District

- Issue Authority to Construct and Permit to Operate

San Joaquin Council of Governments

- Issue a San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) Opt Out Letter or Agreement to Implement Incidental Take Minimization Measures (ITMMs) and Pay Fees

California State Water Resources Control Board

- Issue a Waste Discharge Requirements permit pursuant to the Porter-Cologne Water Quality Control Act

California Department of Fish and Wildlife

- Issue a Lake or Streambed Alteration Agreement permit pursuant to California Fish and Game Code Section 1602

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan

for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The City has confirmed that no requests for consultation have been received pursuant to Assembly Bill 52.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

4.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact identified as "Less Than Significant With Mitigation Incorporated" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agricultural and Forestry Resources
- ☐ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☒ Hydrology and Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation (check one):

☐ I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

CERTIFICATION:

Signature _____ Date _____

5.0 ENVIRONMENTAL ANALYSIS

5.1 AESTHETICS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

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

No Impact. According to the General Plan EIR, there are no officially designated scenic vistas within the City of Manteca Planning Area. The General Plan EIR does, however, note Manteca's most significant visual features within or adjacent to the Manteca Planning Area are the San Joaquin River, and undeveloped agricultural land and open space located in undeveloped areas within and around the City. The San Joaquin River is not visible from the Project Site or Offsite Improvements Area. Additionally, the Project Site is not located in an undeveloped open space or agricultural area. Thus, the Project would have no impact on adversely affecting scenic vistas.

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

No Impact. The area around the Project Site and Offsite Improvements Area does not contain any aesthetically significant trees, rock outcroppings, or historical buildings. Additionally, there are no adopted State scenic highways located in Manteca (California Department of Transportation, 2018). There is one highway section in San Joaquin County listed as a Designated Scenic Highway by the Caltrans Scenic Highway Mapping System: the segment of Interstate 580 from Interstate 5

to Interstate 205. The Project Site and Offsite Improvements Area are located approximately 14.3 miles west from the nearest California Scenic Highway 580. The Project Site and Offsite Improvements Area would not be visible from the highway at this distance and therefore the Project would have no impact on scenic resources within a State scenic highway.

c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less Than Significant Impact. The Site Development Area is located on land zoned PQP. A PQP zoning district is described in the City Municipal Code as a designation provided for government-owned facilities, public and private schools, institutions, civic uses and public utilities, and quasi-public uses such as hospitals and religious institutions. The Project would conform with applicable development standards as shown in Table 17.26.020-1 for PQP zoning, as there are no density, minimum setback, building height, or Floor Area Ratio (FAR) requirements for PQP zoning. Development of the ED expansion does not conflict with the PQP zoning of the Site Development Area.

Offsite Improvements, specifically SSJID Drain 5 undergrounding and Center Road extension, and the area of the Project Site where fill dirt would be taken from for ED expansion construction are located on land zoned Mixed-Use Commercial. The development of new buildings is not proposed by the Project in these areas. The zoning requirements related to entrances, floor height, facades, orientation, signs, and open space are not applicable. Utility facilities and infrastructure are allowed uses for Mixed-Use Commercial zoning. Proposed Project activities located on land zoned Mixed-Use Commercial would not conflict with the Mixed-Use Commercial zoning.

Additionally, the City of Manteca General Plan provides land use designation standards. While the Project Site is designated for PQP, BP, and CMU land uses, the most restrictive land use design standard is the PQP maximum FAR of 0.5. The Project would be consistent with the General Plan Land Use standards as the proposed FAR of the existing medical facility and the ED expansion would be 0.29. The Project would align with the General Plan's goals to improve the aesthetic quality in the built environment by having curbside landscaping and providing sidewalks within the Project Site and Offsite Improvements Areas. Additionally, the Project would provide bike lanes along the frontage of the Project Site on W. Yosemite Avenue. The Project does not conflict with the most restrictive General Plan Land use designation requirements for the Project Site.

The Project is subject to site plan and design review by the City and the California Department of Health Care Access and Information (HCAi). City review requires compliance with the California building, electrical, mechanical, plumbing, energy, fire, and green building codes. The HCAi also requires compliance with applicable California buildings codes. With compliance with City and HCAi review requirements, the Project would not conflict with applicable design regulations.

As the Project would conform with applicable development standards for PQP and Mixed-Use Commercial zoning, would be consistent with the General Plan land use designations, and comply with City and HCAi review requirements, the Project does not conflict with applicable zoning and other regulations governing scenic quality and impacts are less than significant.

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

Less Than Significant Impact. In general, any excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

Due to the nature of the Project, operational hours are anticipated to be 24 hours per day/7 days per week/365 days per year. The Project would generate lighting from two primary sources: lighting from the building interior that would pass through windows, and lighting from exterior sources (e.g., street lighting, vehicles, security lighting, and landscape lighting). Lighting associated with the Project would not be directed towards adjacent properties.

The City of Manteca's Municipal code Section 17.50.060 General Lighting Standards outlines outdoor lighting standards. This includes nuisance prevention which would require all lighting to be directed downward, toward structures, and shielded to prevent glare and light pollution, maintenance, shielding which would reduce light trespass, level of illumination, max height, energy efficient fixtures, etc. The Project would adhere to these standards. Further, the Project would conform with the 2022 California Green Building Standards Code (CALGreen) (California Code of Regulations [CCR] Title 24 Part 11) such that only the minimum amount of lighting is used, and no light spillage occurs. The Project would not create a new source of substantial light or glare, thus impacts would be less than significant.

Cumulative Impacts

"Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355). The potential aesthetic impacts related to views, aesthetics, and light and glare are site-specific. As discussed above, Project-related impacts to scenic vistas would be less than significant, and the proposed Project would not result in any impacts to aesthetically significant trees, rock outcroppings, historical buildings, or State scenic highways. In addition, the Project would also be consistent and comply with the City's land use, scenic quality, and development regulations contained in the City's Municipal Code and General Plan. Lighting and sources of glare would be consistent with much of the surrounding urban area and would comply with applicable City and State requirements. Therefore, while the Project, in conjunction with past, present, and reasonably foreseeable development would change the appearance of the site, all development projects follow applicable local planning and

design guidelines regarding design including materials, coloration, and landscaping. Thus, the Project would not have cumulatively considerable contributions to cumulative aesthetic impacts.

5.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

No Impact. According to the California Department of Conservation (DOC) Important Farmland Finder, the Project Site is located on Urban and Built-Up Land and Farmland of Local Importance. See **Figure 5-1: Farmland Map** for further detail.

The Site Development Area is located entirely on Urban and Built-Up Land, while the Northern Portion of the Project Site is located within Farmland of Local Importance (California Department of Conservation, 2022a). As the Site Development Area is located on Urban and Built-Up Land that is developed with the existing Kaiser Permanente facility, construction occurring within the Site Development Area would not convert Farmland to non-farmland uses.

Farmland of Local Importance is not considered Farmland as defined by the threshold, but the potential for conversion is conservatively discussed here. No development is proposed for the Farmland of Local Importance and the land is not currently used for or designated to allow agricultural use. As such, any ground disturbance in the Northern portion of the Project Site associated with construction of the Off-Site Improvements would not convert Farmland of Local Importance to non-agricultural uses. As such, the Project would not convert Farmland of Local Importance, much less Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Thus, the Project would have no impact to Important Farmland.

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

No Impact. The Project Site and Offsite Improvements Areas are not zoned for agricultural use and are not under a Williamson Act contract (California Department of Conservation, 2022b). The Project would not conflict with existing zoning for agricultural use, nor a Williamson Act contract. Therefore, there would be no impact.

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

No Impact. The Project Site and Offsite Improvements Areas are not zoned as, nor do they contain, forest land, timberland, or timberland production. Therefore, the Project would not conflict or cause rezoning of any forest land (as defined in Public Resource Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or zoned Timberland Production (as defined by Government Code section 51104(g)). Therefore, there would be no impacts related to loss of forest land, timberland, or land zoned for Timberland Production.

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

No Impact. Refer to Impact c).

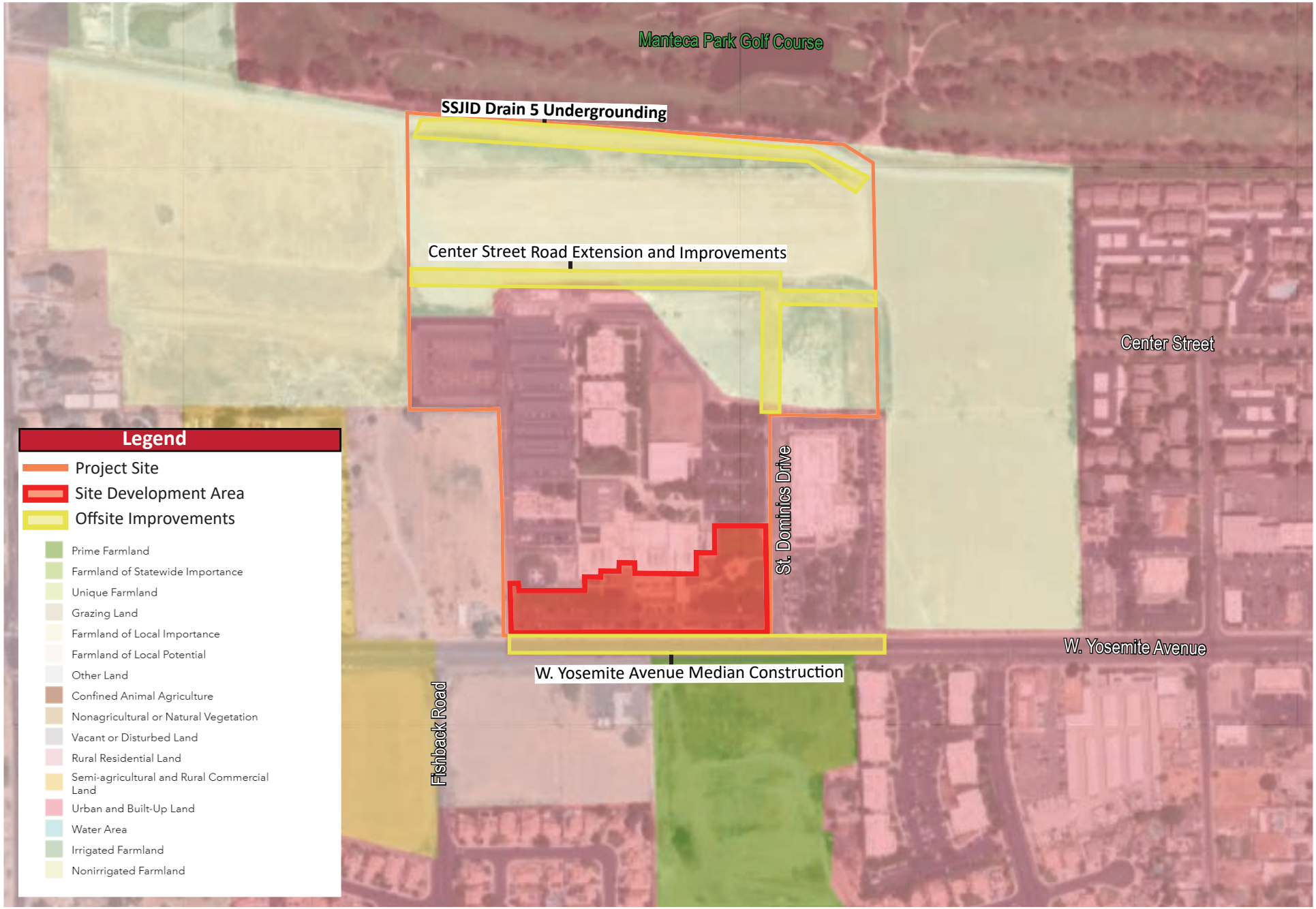
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Refer to Impact a).

Cumulative Impacts

The Project and Offsite Improvements would have no impacts on agriculture and forestry resources as described above. The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, the Project Site and Offsite Improvements Area are not subject to a Williamson Act contract. Thus, the Project would not have cumulatively considerable contributions to cumulative agriculture and forestry impacts.

This Page Intentionally Left Blank



Source: California Department of Conservation, 2024

Figure 5-1: Farmland Map
Kaiser Manteca ED Expansion Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

This Page Intentionally Left Blank

5.3 AIR QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			**X**	

REGULATORY SETTING

California Air Resources Board (CARB)

CARB administers California's air quality policy. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in *Table 5.3-1*: State and Federal Ambient Air Quality Standards, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. In general, the San Joaquin County experiences low concentrations of most pollutants when compared to federal standards, except for O_3 and PM, for which standards are exceeded periodically. San Joaquin Valley Air Basin (SJVAB) has a state designation Attainment or Unclassified for all criteria pollutants except for ozone, PM_{10} and $PM_{2.5}$. SJVAB has a national designation of either "Unclassified" or "Attainment" for all criteria pollutants except for Ozone and $PM_{2.5}$.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the SIP for meeting federal clean air standards for the State of California. Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the

CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. The applicable state standards are summarized in *Table 5.3-1*: State and Federal Ambient Air Quality Standards.

Table 5.3-1: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]		Federal Standards[2]	
		Concentration	Attainment Status	Concentration[3]	Attainment Status
Ozone (O_3)	8 Hour	0.070 ppm (137 µg/m^3)	N	0.070 ppm (137 µg/m^3)	N[5]
	1 Hour	0.09 ppm (180 µg/m^3)	N	NA	N/A[6]
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	A	9 ppm (10 mg/m^3)	A
	1 Hour	20 ppm (23 mg/m^3)	A	35 ppm (40 mg/m^3)	A
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	A	0.100 ppm (188 µg/m^3)	U
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	-	0.053 ppm (100 µg/m^3)	A
Sulfur Dioxide[12] (SO_2)	24 Hour	0.04 ppm (105 µg/m^3)	A	0.14 ppm (365 µg/m^3)	A
	1 Hour	0.25 ppm (655 µg/m^3)	A	0.075 ppm (196 µg/m^3)	A
	Annual Arithmetic Mean	NA	-	0.03 ppm (80 µg/m^3)	A
Respirable Particulate Matter (PM_{10})	24-Hour	50 µg/m^3	N	150 µg/m^3	A[3]
	Annual Arithmetic Mean	20 µg/m^3	N	NA	-
Fine Particulate Matter ($PM_{2.5}$)[7]	24-Hour	NA	-	35 µg/m^3	N[4]
	Annual Arithmetic Mean	12 µg/m^3	N	9 µg/m^3	N[4]
Sulfates (SO_{4-2})	24 Hour	25 µg/m^3	A	NA	-
Lead (Pb)	30-Day Average	1.5 µg/m^3	A	NA	U
	Calendar Quarter	NA	-	1.5 µg/m^3	U
	Rolling 3-Month Average	NA	-	0.15 µg/m^3	-
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (42 µg/m^3)	U	NA	-
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)	A	NA	-

(C_2H_3Cl)					

A = attainment; N = nonattainment; U = unclassified; N/A = not applicable or no applicable standard; ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; – = not indicated or no information available.

1. See 40 CFR Part 81
2. See CCR Title 17 Sections 60200-60210
3. On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM_{10} National Ambient Air Quality Standard (NAAQS) and approved the 2007 PM_{10} Maintenance Plan.
4. The Valley is designated nonattainment for the 1997 $PM_{2.5}$ NAAQS. EPA designated the Valley as nonattainment for the 2006 $PM_{2.5}$ NAAQS on November 13, 2009 (effective December 14, 2009).
5. Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).
6. Effective June 15, 2005, the U.S. Environmental Protection Agency (EPA) revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the District as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). The District Governing Board adopted the 2023 Maintenance Plan and Redesignation Request and submitted to EPA in June of 2023. Although the standard is revoked, anti-backsliding provisions can be terminated upon final approval of the Maintenance Plan from EPA.
7. On February 7, 2024, the national annual $PM_{2.5}$ primary standard was lowered from 12.0 µg/m³ to 9.0 µg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15.0 µg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

Source: San Joaquin Valley Air Pollution Control District, *Ambient Air Quality Standards and Attainment Status*. https://ww2.valleyair.org/air-quality-information/ambient-air-quality-standards-valley-attainmnet-status/.

Hazardous Air Pollutants and Toxic Air Contaminants

Toxic Air Contaminants (TACs), or in federal parlance, Hazardous Air Pollutants (HAPs), are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A 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 low concentrations. A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants for which acceptable levels of exposure can be determined and for which the ambient standards have been established. According to the OEHHA, cancer risk can be expressed both in terms of expected incremental incidence population-wide and as the maximum incremental increase in lifetime for an individual receptor.[9]

[9] California Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Risk Assessment Guidance Manual for Preparation of Health Risk Assessments*, February 2015. https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, page 8-15, Accessed February 2025.

Regional

San Joaquin Valley Air Pollution Control District (SJVAPCD)

The Project lies within the northern portion of the SJVAB. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the SJVAB and is tasked with implementing programs and regulations required by the federal and state Clean Air Acts. If a project is found to interfere with the region's ability to comply with federal and state air quality standards, local governments then need to consider project modifications or provide mitigation measures to eliminate the inconsistency of the project plans. In order for a project to be considered "consistent" with the latest Air Quality Plan, the project must be consistent with the goals, objectives, and assumptions in the respective plan to achieve federal and state air quality standards. Additionally, both construction-related and long-term emissions are required to be quantified and compared to the SJVAPCD significance thresholds.

Air quality plans developed to meet federal requirements are referred to as SIPs. The federal and state Clean Air Acts require plans to be developed for areas designated as nonattainment (with the exception of areas designated as nonattainment for the state PM_{10} standard). The SJVAQMD is responsible for developing a Clean Air Plan, which guides the region's air quality planning efforts to attain the CAAQS. SJVAQMD periodically develops air quality plans that outline the regional strategy to improve air quality and protect the climate. The two most recent plans, the 2024 Plan for the 2012 Annual $PM_{2.5}$ Standard and the Ozone Contingency Measure State Implementation Plan Revision for the 2008 and 2015 8-Hour Ozone Standards, include a wide range of control measures designed to reduce emissions of air pollutants $PM_{2.5}$ and ozone.

Local

City of Manteca Municipal Code

Chapter 17.58 of the Manteca Municipal Code describes the odor, particulate matter, and air containment standards (consistent with the rules and regulations of the SJVAPCD and the California Health and Safety Code). Chapter 15.62 of the Municipal Code provides expedited permitting procedures for electric vehicle charging stations.

City of Manteca General Plan

The Manteca General Plan Update Resource Conservation Element includes the following goal: Protect the health and welfare of city residents and visitors by promoting development and planning practices that are compatible with federal, state, and local air quality standards and regulations and implement regional efforts to improve air quality.

The Manteca General Plan Update Resource Conservation Element includes the following implementation strategies for Air Quality:

Implementation RC-5b: Review development, land use, transportation, and other projects that are subject to CEQA for potentially significant climate change and air quality impacts, including

toxic and hazardous emissions and require that projects provide adequate, appropriate, and cost-effective mitigation measures reduce significant and potentially significant impacts. This includes, but is not limited to, the following:

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

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

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

THRESHOLDS

The City of Manteca, including the Project Site, is located within the northern portion of the SJVAB and is within the jurisdictional boundaries of the SJVAPCD. The SJVAB area is currently designated as a nonattainment area for the state and federal ozone, state and federal $PM_{2.5}$, and state PM_{10} standards. The SJVAB is designated attainment or unclassified for all other ambient air quality standards (AAQS). It should be noted that although the U.S. EPA revoked their 1-hour ozone standard in 2005, and in May of 2016, the EPA proposed findings that the SJVAB was in attainment of the 1-hour ozone standard.

In compliance with regulations, due to the nonattainment designations of the area, the SJVAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. As previously mentioned, the two most recent plans include the 2024 Plan for the 2012 Annual $PM_{2.5}$ Standard and the Ozone Contingency Measure State Implementation Plan Revision for the 2008 and 2015 8-Hour Ozone Standards.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures (TCMs) to be implemented in the region to attain the state and federal standards within the SJVAB. Adopted SJVAPCD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated non-attainment, consistent with applicable air quality plans. The SJVAPCD has established broad significance thresholds associated with the construction and operation emissions for various criteria pollutants including ozone precursors such as reactive organic gases (ROG) and oxides of nitrogen (NO_x), as well as for PM_{10}, $PM_{2.5}$, sulfur oxide (SO_X), and CO expressed in tons per year. Thus, by exceeding the SJVAPCD's mass emission thresholds for operational emissions of ROG, NO_X, PM_{10}, $PM_{2.5}$, SO_X, or CO a project would be considered to conflict with or obstruct implementation of the SJVAPCD's air quality planning efforts. The SJVAPCD's adopted thresholds of significance for criteria pollutant emissions are presented in *Table 5.3-2: SJVAPCD Criteria Pollutant Thresholds of Significance.* If the Project's emissions exceed the applicable thresholds of significance presented in the table, the project could violate an air quality standard, contribute to an existing or projected air quality violation or conflict with or obstruct implementation of the applicable air quality plans.

Table 5.3-2: SJVAPCD Criteria Pollutant Thresholds of Significance

Criteria Air Pollutants and Precursors (Regional)	Construction-Related	Operational-Related
	Average Annual Emissions (tons/year)	Annual Average Emission (tons/year)
Reactive Organic Gases (ROG)	10	10
Nitrogen Oxides (NO_X)	10	10
Carbon Monoxide (CO)	100	100
Sulfur Oxides (SO_X)	27	27
Coarse Particulates (PM_{10})	15	15
Fine Particulates ($PM_{2.5}$)	15	15
Source: SJVAPCD, March 19, 2015.		

ENVIRONMENTAL IMPACTS

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

Less Than Significant Impact. The SJVAPCD is tasked with implementing programs and regulations required by the Federal CAA and the California CAA. In that capacity, the SJVAPCD has prepared plans to attain federal and state ambient air quality standards. To achieve attainment with the standards, the SJVAPCD has established thresholds of significance for criteria pollutant emissions in their SJVAPCD Guidance for Assessing and Mitigating Air Quality Impacts (2015). Projects with emissions below the thresholds of significance for criteria pollutants would be determined to "Not conflict or obstruct implementation of the District's air quality plan." As discussed in Threshold AQ-b below, the Project would not exceed any SJVAPCD criteria pollutant thresholds during construction or operations (see Table 5.3-3 and Table 5.3-4, below). Therefore, the Project would not conflict with or delay the implementation of SJVAPCD attainment plans and would result in a less than significant impact.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact.

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SJVAPCD's thresholds of significance.

Construction results in the temporary generation of emissions during demolition, site preparation, site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces.

Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the Project are estimated to last approximately 28 months. The Project's construction-related emissions were calculated using the SJVAPCD-approved CalEEMod version 2022.1 computer program[10], which is designed to model emissions for land use development projects, based on typical construction requirements. Project demolition and site preparation was modeled as beginning in August 2025 and lasting approximately six months. Project grading, building construction, paving and architectural coating is anticipated to occur in phases over the remaining 22 months. Paving will also include construction of a nearby road as part of the Project. The Project would include approximately 5,000 cubic yards (cy) of imported soil on-site. The western portion of the Project Site would be used as access for the hauling trucks. Construction is modeled to be completed in October 2027. The exact construction timeline is unknown; however, to be conservative, earlier dates were utilized in the modeling.[11] This approach is conservative given that emissions factors decrease in future years due to regulatory and technological improvements and fleet turnover. Additional construction equipment was included in the modeling to account for off-site improvements associated with the project. See Appendix A: Air Quality Modeling Data for additional information regarding the construction assumptions used in this analysis. The Project's predicted maximum daily construction-related emissions are summarized in *Table 5.3-3: Construction-Related Emissions*

Table 5.3-3: Construction-Related Emissions

Construction Year	Pollutant (maximum tons per year)[1]					
	Reactive Organic Gases (ROG)	**Nitrogen Oxides (NO_X)**	**Carbon Monoxide (CO)**	**Sulfur Oxides (SO_X)**	**Coarse Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**
2025	0.36	3.41	3.31	0.01	0.80	0.45
2026	0.22	1.42	1.94	0.00	0.07	0.05
2027	0.05	0.29	0.44	0.00	0.02	0.01
Maximum	**0.36**	**3.41**	**3.31**	**0.01**	**0.80**	**0.45**
SJVAPCD Significance Threshold [2]	*10*	*10*	*100*	*27*	*15*	*15*
SJVAPCD Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

1. These emissions reflect compliance with SJVAPCD's Rule 9510 (Indirect Source Review) and implementation of the Project's fugitive dust control strategies, including watering of the Project Site and unpaved roads three times per day, and restricting vehicle speed on unpaved roads to 15 miles per hour.
2. SJVAPCD, August 2015.

Source: Refer to the CalEEMod version 2022.1 outputs provided in Appendix A.

[10] California Emissions Estimator Model (CalEEMod) Version 2022.1.1.

[11] Subsequent to the modeling begin completed, the anticipated construction start date changed to October 2025 rather than August 25. As it is a more conservative approach, the earlier start date was kept in the modeling.

Fugitive Dust Emissions. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill operations, demolition, and truck travel on unpaved roadways. Dust emissions also vary substantially from day to day, depending on the level of activity, the specific operations, and weather conditions. Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. However, the Project would be consistent with SJVAPCD's Rule 9510 (Indirect Source Review) and Regulation VII's fugitive dust control strategies, including watering of the Project Site and unpaved roads three times per day, and restricting vehicle speed on unpaved roads to 15 miles per hour. Furthermore, pursuant to Regulation VIII, Rule 9510, the Project would be required to develop, prepare, submit, obtain approval of, and implement a dust control plan, which would reduce fugitive dust impacts to less than significant for project construction.

Construction Equipment and Worker Vehicle Exhaust. Exhaust emission factors for typical diesel-powered heavy equipment are based on the CalEEMod program defaults. Variables factored into estimating the total construction emissions include level of activity, length of construction period, number of pieces/types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on-site or offsite. Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project Site, emissions produced on site as the equipment is used, and emissions from trucks transporting materials and workers to and from the site. Emitted pollutants would include ROG, NO_X, PM_{10}, and $PM_{2.5}$. As detailed in *Table 5.3-3,* project construction emissions would not exceed the SJVAPCD thresholds and construction emissions would not result in a potentially significant impact. Therefore, construction air quality impacts would be less than significant.

ROG Emissions. In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SJVAPCD, the ROG emissions associated with paving have been quantified with CalEEMod. The highest concentration of ROG emissions would be generated from architectural coating. This phase includes the interior and exterior painting as well as striping of all paved parking areas and driveways. Paints would comply with SJVAPCD's Rule 4601 (Architectural Coatings) and limit the amount of ROG emissions from cutback asphalt in compliance with the requirements of SJVAPCD's Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

Summary. As shown in *Table 5.3-3*, all construction related criteria pollutant emissions would remain below their respective thresholds. As such, the Project's construction would not worsen ambient air quality, create additional violations of federal and state standards, or delay the Basin's goal for meeting attainment standards. Impacts would be less than significant.

Operational Emissions

Operational emissions for hospital developments are typically generated from mobile sources (burning of fossil fuels in cars); energy sources (cooling, heating, and cooking); area sources (landscape equipment and household products), and generators. *Table 5.3-4: Project Operational Emissions* shows that the Project's maximum emissions would not exceed SJVAPCD operational thresholds.

Table 5.3-4: Project Operational Emissions

Emissions Source	Pollutant (maximum pounds per day)[1]					
	Reactive Organic Gases (ROG)	**Nitrogen Oxides (NO_X)**	**Carbon Monoxide (CO)**	**Sulfur Oxides (SO_X)**	**Coarse Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**
Area	0.83	0.01	1.19	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	1.08	1.00	8.04	0.02	1.60	0.42
Generator[3]	6.66	3.26	16.97	0.03	0.13	0.13
Total Project Emissions	**8.57**	**4.27**	**26.20**	**0.05**	**1.73**	**0.55**
SJVAPCD Significance Threshold[2]	*10*	*10*	*100*	*27*	*15*	*15*
SJVAPCD Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
1. Emissions were calculated using CalEEMod version 2022.1.1. 2. SJVAPCD, 2015. 3. Project would include one Tier 4 generator.						
Source: Refer to the CalEEMod outputs provided in Appendix A, Air Quality Modeling Data.						

<u>*Area Source Emissions.*</u> Area source emissions would be generated due to an increased demand for consumer products, architectural coating, and landscaping. As show in *Table 5.3-4*, area source emissions from the Project would not exceed SJVAPCD thresholds.

<u>*Energy Source Emissions*</u>. Energy source emissions would be generated as a result of electricity usage associated with the Project. The primary use of electricity by the Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in *Table 5.3-4*, energy source emissions from the Project would not exceed SJVAPCD thresholds for ROG, NO_X, PM_{10}, and $PM_{2.5}$.

<u>*Mobile Source Emissions*</u>. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport PM_{10} and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source. According to the Project transportation analysis (2025), the Project would generate an estimated additional 291 daily trips.

Emergency Backup Generators. Another potential source of operational emissions is stationary equipment such as diesel engines used to power emergency back-up generators. Stationary sources would be subject to SJVAPCD rules and regulations and could require permits from SJVAPCD. The SJVAPCD's permitting process requires the purchase of emission reduction credits (ERC) for any criteria pollutant exceeding the SJVAPCD's New Source Review (NSR) offset requirements. NSR offset requirements provide the basis for the SJVAPCD CEQA thresholds of significance. As such, sources of stationary air pollutant emissions will be required to comply with all applicable SJVAPCD regulations.

Net Project operational emissions would not exceed SJVAPCD thresholds. As noted above, the SJVAPCD has set its CEQA significance threshold based on the trigger levels for the federal NSR Program. The NSR Program was created to ensure projects are consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur. Project operational emissions would be less than significant.

Cumulative Short-Term Emissions

The SJVAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for state standards and nonattainment for O_3 and $PM_{2.5}$ for federal standards. As discussed above, the Project's construction-related emissions would not have the potential to exceed the SJVAPCD significance thresholds for criteria pollutants.

Since these thresholds indicate whether an individual project's emissions have the potential to affect cumulative regional air quality, it can be expected that the Project-related construction emissions would not be cumulatively considerable. The SJVAPCD recommends consistency Regulation VIII for all projects whether or not construction-related emissions exceed the thresholds of significance. Compliance with SJVAPCD construction-related mitigation requirements is considered to reduce cumulative impacts at a Basin-wide level. As a result, construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SJVAPCD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SJVAPCD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the

SJVAPCD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.[12]

The Project's operational emissions would not exceed SJVAPCD thresholds. As a result, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive land uses are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The nearest sensitive receptor to the Project Site is a single-family residence adjacent to the west along W. Yosemite Avenue.

Carcinogenic Risk

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust which is a known TAC. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. However, the use of diesel-powered construction equipment would be episodic and would occur in various phases throughout the Project Site. Construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.

The duration of construction activities for the Project is estimated to take approximately 28 months. Construction-related activities would result in Project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. The nearest sensitive receptor is a single-family residence located adjacent to the west of the Project Site.

PM_{10} construction emissions rates in grams per second were calculated from the total annual on-site exhaust emissions reported in CalEEMod (a maximum of 0.51 tons per year)[13] during

[12] In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions (BAAQMD CEQA Guidelines page 2-1).

[13] The modeled on- and off-site emissions include implementation of SJVAPCD Regulation VIII, Fugitive Dust.

construction. Annual emissions were converted to grams per second and these emissions rates were input into the U.S. EPA AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources (not a factor in this case). AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Surface and upper air meteorological data was provided by the SJVAPCD. On-site construction emissions were represented in the model via three line volume sources: on-site construction equipment, on-site truck hauling, and roadway construction on the northern portion of the site. A receptor grid (with 50 meter spacing) was placed over the Project Site and 1,000 feet in every direction. The locations of the AERMOD modeled sources and receptors are graphically shown in Appendix A.

As noted above, maximum (worst case) PM_{10} exhaust construction emissions over the entire construction period were used in AERMOD to approximate construction DPM emissions. Risk levels available in Appendix A, were calculated based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, Air Toxics Hot Spots Program Risk Assessment Guidelines (February 2015), and SJVAPCD Guidance for Air Dispersion Modeling (September 2022).

Table 5.3-5: Construction Carcinogenic Risk Assessment shows the construction health risk for the Project. Based on OEHHA *Risk Assessment Guidelines*, the exposure duration for a resident is the duration of the construction, beginning with the third trimester. The analysis calculates risk based on exposure to construction concentrations during the entire 28 months of the exposure duration. As shown in *Table 5.3-5*: Construction Carcinogenic Risk Assessment, the construction risk at the adjacent residential use and on-site worker receptors would be 11.74 and 2.15 in one million, respectively. Therefore, the maximum construction cancer risk would not exceed the SJVAPCD threshold of 20 in one million and impacts associated with carcinogenic risk would be less than significant.

Table 5.3-5: Construction Carcinogenic Risk Assessment

Exposure Scenario	Cancer Risk (Risk per Million)[1,2]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Residential	11.74	20	**No**
Worker	2.15	20	**No**
[1] According to OEHHA, the REL for DPM is 5 and the target organ is the respiratory system. [2] The reported pollutant concentration is at the closest receptor (maximally exposed individual receptor).			
Source: Refer to Appendix A: Air Quality Modeling Data for AERMOD inputs, outputs, and risk calculations.			

Non-Carcinogenic Hazard

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the REL for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. RELs are designed to protect sensitive

individuals within the population. According to OEHHA, the REL for DPM is 5 and the target organ is the respiratory system.[14]

Chronic non-carcinogenic impacts are shown in *Table 5.3-6: Construction Chronic Hazard Assessment*. A chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the chronic exposure by the reference exposure level. The chronic hazard was calculated based on the highest annual average concentration at the maximally exposed individual receptor. It should be noted that there is no acute REL for DPM and acute health risk cannot be calculated. The highest maximum chronic hazard index associated with DPM emissions from Project construction would be 0.040 at the residential receptors and 0.089 at the on-site hospital worker receptors. Therefore, construction non-carcinogenic hazards would not exceed the acceptable limits of 1.0 and impacts associated with non-carcinogenic risk would be less than significant.

Table 5.3-6: Construction Chronic Hazard Assessment

Exposure Scenario	Annual Concentration (µg/m^3)[1,2]	Chronic Noncancer Hazard
Residential	0.040	0.008
Worker	0.089	0.018
SJVAPCD Threshold	*N/A*	*1*
Threshold Exceeded?	**N/A**	**No**
[1] According to OEHHA, the REL for DPM is 5 and the target organ is the respiratory system. [2] The reported pollutant concentration is at the closest receptor (maximally exposed individual receptor).		
Source: Refer to Appendix A: Air Quality Modeling Data for AERMOD inputs, outputs, and risk calculations.		

Carbon Monoxide Hotspots

The primary mobile-source criteria pollutant of local concern is carbon monoxide. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Transport of this criteria pollutant is extremely limited; CO disperses rapidly with distance from the source under normal meteorological conditions. Under certain meteorological conditions, however, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. CO concentration modeling is therefore typically conducted for intersections that are projected to operate at unacceptable levels of service during peak commute hours.

Although the SJVAPCD has not established a specific numerical screening threshold for CO impacts, the Bay Area Air Quality Management District (BAAQMD) has established that CO impacts may be determined to be less than significant if a project would not increase traffic volumes at local intersections to more than 44,000 vehicles per hour, or 24,000 vehicles per hour for locations in

[14] California Office of Environmental Health Hazard Assessment, *OEHHA Acute, 8-hour and Chronic Reference Exposure Level (REL) Summary*, available at https://oehha.ca.gov/air/general-info/oehha-acute-8-hour-and-chronic-reference-exposure-level-rel-summary, Accessed February 2025

heavily urban areas, where "urban canyons" formed by buildings tend to reduce air circulation. Traffic would increase along surrounding roadways during long-term operational activities.

According to the Project transportation analysis (2025), the Project would generate approximately 291 new daily trips. The Project's effects to existing vehicle distribution and travel speeds would be nominal. Therefore, the Project would not involve intersections with more than 24,000 or 44,000 vehicles per hour. As a result, the Project would not have the potential to create a CO hotspot and impacts would be less than significant.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less Than Significant Impact.

Construction

Construction activities associated with the Project may generate detectable odors from heavy duty equipment (i.e., diesel exhaust), as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Any construction-related odors would be short-term in nature and cease upon project completion. As a result, impacts to existing adjacent land uses from construction-related odors would be short-term in duration and therefore would be less than significant.

Operational

According to the SJVAPCD, land uses associated with odor complaints typically include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The Project does not include any uses identified by the SJVAPCD as being associated with odors.

The Project is not anticipated to generate odors. Moreover, the Project is not located in the vicinity of any existing or planned land uses that would be considered major sources of odors. Nonetheless, the Project would be subject to the SJVAPCD's Rule 4102, which allows members of the public to submit complaints regarding odor. Impacts would be less than significant.

Cumulative Impacts

The SJVAPCD does not include separate significance thresholds for cumulative operational emissions. As discussed in Threshold AQ-b above, the Project would not exceed any SJVAPCD criteria pollutant thresholds during construction or operations. Therefore, the Project would not conflict with or delay the implementation of SJVAPCD attainment plans and would result in a less than significant impact. The SJVACPD notes that the nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size by itself to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. Consistency with the SJVAPCD control measures would ensure that the Project would not cumulatively

contribute to air quality impacts in the Basin. Thus, the Project would not have cumulatively considerable contributions to cumulative air quality impacts.

5.4 BIOLOGICAL RESOURCES

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

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

Less Than Significant with Mitigation Incorporated. Special-status species include plant and/or wildlife species that are legally protected under the federal Endangered Species Act, the California

Endangered Species Act, or other regulations (e.g., the Migratory Bird Treaty Act), or are considered rare enough by the scientific community and trustee agencies to warrant special consideration. A Biological Resources Report was prepared for the Project in February 2025 (Appendix B1) and informs the following discussion of the Project's potential impacts on special status species.

Special Status Plants

The Project Site is predominantly developed and undeveloped portions are regularly maintained via tilling. Given the developed and regularly disturbed nature of the Project Site and lack of specialized habitat required by special status plants with the potential to occur in the Project area, no special status plant species have the potential to occur on-site. Similarly, there is no potential for special status plant species to occur within the Offsite Improvements Area within the Project Site (i.e., where Center Street would be extended). Where Offsite improvements would occur within an existing road and right-of-way (i.e., where the W. Yosemite Avenue median construction would occur) no special status plants are anticipated to occur given the existing paved conditions. In the Offsite Improvements Area where SSJID Drain 5 would be undergrounded, existing disturbance is less, as the area is not tilled, and no specific habitat exists in the Project area that would be required for special status plant species. Thus, special status plant species are not anticipated to occur within the Project Site or Offsite Improvements Area and no impacts would occur.

Special Status Wildlife

The Project Site and Offsite Improvements Area are predominantly developed and undeveloped portions are regularly maintained via tilling. However, some special status wildlife species that have the potential to occur in the Project area can tolerate these conditions and have low potential to occur on-site, refer to *Table 5.4-1: Special Status Wildlife Species*. The western bumble bee (*Bombus occidentalis*), Crotch's bumble bee (*Bombus crotchii*), foraging tricolored blackbird (*Agelaius tricolor*), foraging ferruginous hawk (*Buteo regalis*), nesting and foraging white-tailed kite (*Elanus leucurus*), nesting and foraging loggerhead shrike (*Lanius ludovicianus*), nesting and foraging Swainson's hawk (*Buteo swainsoni*), nesting and foraging red-tailed hawk (*Buteo jamaicensis*), nesting and foraging red-shouldered hawk (*Buteo lineatus*), and nesting and foraging American kestrel (*Falco sparverius*) have low potential to occur on or adjacent to the Project Site and Offsite Improvements Area. Though these species have a low potential to occur, should western bumble bee, Crotch's bumble bee, or special status birds (i.e., tricolored blackbird, ferruginous hawk, white-tailed kite, loggerhead shrike, Swainson's hawk, red-tailed hawk, red-shouldered hawk, American kestrel) be present on or adjacent to the Project Site and Offsite Improvements Area during construction, construction activities and related noise could directly or indirectly impact individuals of these species. These impacts are potentially significant and discussed further below.

Table 5.4-1: Special Status Wildlife Species

Species	Status
American kestrel (*Falco sparverius*)	MBTA
Ferruginous hawk (*Buteo regalis*)	WL
Loggerhead shrike (*Lanius ludovicianus*)	SSC
Red-shouldered hawk (*Buteo lineatus*)	MBTA
Red-tailed hawk (*Buteo jamaicensis*)	MBTA
Swainson's hawk (*Buteo swainsoni*)	State Threatened
Tricolored blackbird (*Agelaius tricolor*)	State Threatened, SSC
Western bumble bee (*Bombus occidentalis*)	State Candidate for Listing
Crotch's bumble bee (*Bombus crotchii*)	State Candidate for Listing
White-tailed kite (*Elanus leucurus*)	FP

Notes
FP – California Department of Fish and Wildlife (CDFW) Fully Protected
MBTA – Migratory Bird Treaty Act
SSC – CDFW Species of Special Concern
State – California Endangered Species Act
WL – CDFW Watch List

Western Bumble Bee

The General Plan EIR recognizes that western bumble bee, currently a candidate species under the California Endangered Species Act (CESA), may occupy open coniferous, deciduous and mixed-wood forests, wet and dry meadows, montane meadows and prairie grasslands, meadows bordering riparian zones, and along roadsides in taiga adjacent to wooded areas, urban parks, gardens and agricultural areas, subalpine habitats and more isolated natural habitats. As there are grassland habitats within the Project Site and Offsite Improvements Area, there is low potential for the western bumble bee to occur. Though occurrence is not anticipated, should the western bumble bee occur within the Project Site and Offsite Improvements Areas during construction, impacts as a result of individual mortality are potentially significant. Mitigation Measure (MM) BIO-1 requires pre-construction surveys to determine western bumble bee presence and avoidance measures should nests or individuals be present. With implementation of MM BIO-1, impacts to western bumble bee as a result of the Project would be less than significant with mitigation.

Crotch's Bumble Bee

The General Plan EIR recognizes that the Crotch's bumble bee, currently a candidate species under the CESA, may occupy grassland, scrub, chaparral habitats, and can also be found in woodlands, agricultural lands, and some urban areas. Due to the presence of open grassland habitats with small mammal burrows and floral resources on the Project Site and Offsite Improvements Areas, there is low potential for the Crotch's bumble bee to occur. Though occurrence is not anticipated, should the Crotch's bumble bee occur within the Project Site and Offsite Improvements Areas during construction, impacts as a result of individual mortality are potentially significant. Similar to

the western bumble bee, MM BIO-1 requires pre-construction surveys to determine the Crotch's bumble bee presence and avoidance measures should nests or individuals be present. With implementation of MM BIO-1, impacts to the Crotch's bumble bee as a result of the Project would be less than significant with mitigation.

Special Status Birds

The large trees adjacent to the northern boundary and within the Project Site and Offsite Improvements Area comprise suitable nesting habitat for red-tailed hawk, red-shouldered hawk, Swainson's hawk, white-tailed kite, American kestrel, and loggerhead shrike. Additionally, the grassland within the Project Site and Offsite Improvements Area is foraging habitat for all eight special status bird species with potential to occur (i.e., tricolored blackbird, ferruginous hawk, white-tailed kite, loggerhead shrike, Swainson's hawk, red-tailed hawk, red-shouldered hawk, American kestrel). Should members of these eight special status bird species nest on or adjacent to or be present within the Project Site and Offsite Improvements Area during construction, construction activity and related noise could directly (e.g., mortality from a vehicle strike) or indirectly (e.g., nest abandonment) impact them. To avoid direct impacts to special status species that have low potential to occur on-site, the Project will implement SJMSCP ITMMs. The SJMSCP is a multi-species, multi-habitat, multi-purpose open space management program for all of San Joaquin County. The SJMSCP requires the applicants to abide by ITMMs, which are protection measures that avoid direct impacts of development on special-status species (SJCOG, 2000). The Project shall comply with SJMSCP ITMMs 5.2.4.11, Swainson's Hawk; 5.2.4.16, Colonial Nesting Birds (Tricolored Blackbird, Black-Crowned Night Heron, Great Blue Heron); 5.2.4.18, Birds Nesting in Isolated Trees or Shrubs Outside of Riparian Areas (Sharp-Shinned Hawk, Yellow Warbler, Loggerhead Shrike); 5.2.4.19, Birds Nesting Along Riparian Corridors (Cooper's Hawk, Yellow-Breasted Chat, Osprey, White-Tailed Kite); and 5.2.4.22, Ferruginous Hawk, Mountain Plover, Merlin, Long-Billed Curlew. Further, the foraging habitat of tricolored blackbird, ferruginous hawk, white-tailed kite, loggerhead shrike, and Swainson's hawk is protected by State and federal legislation.[15] However, the Project does not propose activities within the grassland on-site that would constitute a loss of habitat. Thus, no impact to protected habitat is anticipated but impacts to individuals of the special status bird species are potentially significant. Mitigation measure MM BIO-2 requires that pre-construction surveys for the eight special status bird species be conducted. Should nests of any of these eight bird species be found by these surveys, appropriate avoidance measures shall be implemented. With implementation of MM BIO-2, and SJMSCP minimization measures, potentially significant impacts to nesting special status birds would be reduced to less than significant.

Mitigation Measures

MM BIO-1: *Invertebrate Survey* – An invertebrate survey shall be conducted prior to initiation of ground disturbing project activities to identify all the species of bumble bees

[15] Red-tailed hawk, red-shouldered hawk, and American kestrel are protected under the Migratory Bird Treaty Act which does not protect foraging habitat, only nesting habitat, of protected species.

that utilize the Project Area. These surveys shall be conducted simultaneously with the blooming period of their recognized food plants (March–September), as the special-status bumble bee species are active during this time. The surveying biologist shall be familiar with the primary identification characteristics of each potential bumble bee and be proficient in the methodology produced by the Xerces Society. The Invertebrate Survey shall include the following components:

- Habitat Assessment – A habitat assessment evaluating the likelihood of the Bombus occurring within and adjacent to the Project Area shall be prepared by a qualified biologist prior to initiation of ground disturbing project activities. The assessment shall include historical and current species occurrences, data from site visits on potential foraging, nesting, and/or overwintering resources, and blooming plant species present and their percent cover. These resources shall be quantified across multiple site visits, corresponding with the Colony Active Season for Bombus species (April – August). If it is determined that there is potential for the species to forage, nest, and/or overwinter on the Project site, then on-site surveys shall commence. If it is determined that there is no potential for the special-status Bombus species to forage, nest, and/or overwinter on the Project site, no further measures will be necessary.
- Focused On-Site Surveys – Survey efforts shall occur prior to initiation of ground disturbing project activities. Three on-site surveys shall take place prior to project implementation. Each survey shall be spaced 2-4 weeks apart, corresponding with the Colony Active Season for Bombus species (April – August). The qualified biologist shall utilize a telephoto lens or a sufficiently long macro lens to obtain high-quality photos of bumble bees, sufficient for species identification, without having to capture and potentially harm the bumble bees.
- Interpreting Survey Results – If no special-status Bombus species have been detected during the multiple rounds of focused surveys, no further measures will be necessary. If special-status Bombus species are identified, then site-specific measures will be implemented to avoid take unless an Incidental Take Permit (ITP) for the species is obtained from CDFW. Such measures will include biological monitoring during vegetation or ground disturbing activities that take place during any portion of the Queen and Gyne Flight Period and Colony Active Period for these species (February – October). If special status Bombus are detected using floral resources, a no-disturbance buffer of at least 25 feet around the individual(s) will be established, and the individual(s) will be monitored by a biological monitor, until all special-status Bombus are confirmed to have left the area on their own. If a special-status Bombus nest is detected where ground disturbance is proposed to occur, then a minimum 30-foot no-disturbance buffer (with a buffer of up to 60 feet if disturbance is substantial) around the nest will be established. This buffer will remain in place until the nest senesces; senescence would be determined

by observation of no nest activity for three (3) sequential days. A qualified biologist will discuss the buffer with the contractor to ensure that tree removal areas, including ingress and egress routes, will avoid the special-status Bombus and/or their nest. The applicant will coordinate with CDFW to ensure that maintenance of this buffer is adequate for take avoidance, and thus compliance with CESA.

MM BIO-2: *Pre-Construction Avian Survey* – If Project construction-related activities would take place during the nesting season (February through August), preconstruction surveys for nesting passerine birds and raptors (birds of prey) within the Project Area and the large trees within the adjacent parcels should be conducted by a qualified biologist 14 days prior to the commencement of the tree removal or site grading activities. The SJMSCP includes specific minimization measures for many individual species of nesting birds (SJMSCP ITMMs for Project-specific Special Status birds include 5.2.4.11, 5.2.4.16, 5.2.4.18, 5.2.4.19, and 5.2.4.22). If any active nests of these species are identified, then the minimization measures discussed in the SJMSCP will be implemented. If any bird listed under the Migratory Bird Treaty Act but not covered by the SJMSCP is found to be nesting within the Project Site or within the area of influence, an adequate protective buffer zone should be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 250 feet from the Project activities for passerine birds, and a minimum of 1,000 feet for large raptors such as *Buteos* and 500 feet for smaller raptors such as *Accipiters*. The distance shall be determined by a qualified biologist based on the site conditions (topography, if the nest is in a line of sight of the construction and the sensitivity of the birds nesting). The nest site(s) shall be monitored by a qualified biologist daily during construction activities to see if the birds are affected by the construction activities and if the protective buffer needs to be adjusted. Once the young have fledged and are no longer dependent on the nest and are flying well enough to avoid Project construction zones (typically by August), the Project can proceed without further regard to the nest site(s). Any birds that begin nesting within the Project Site and survey buffers during active construction shall be assumed to be habituated to construction-related activities or similar noise and disturbance levels and no-disturbance zones shall not be established around active nests in these cases.

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

and

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological?

Less than Significant Impact with Mitigation Incorporated. A Jurisdictional Delineation was prepared for the Project in February 2025 (Appendix B2) and informs the below discussion of the Project's potential impacts on waters, wetlands, and associated riparian habitat.

Three waters and one wetland were delineated within the Project Site and Offsite Improvements Area. Ephemeral Drainage 1A (ED1A), Ephemeral Drainage 1B (ED1B), and a portion of SSJID Drain 5 comprise the waters and Seasonal Wetland 1 (SW1) is the one wetland. Refer to **Figure 5-2: Delineated Water Features** for a map of the delineated waters and wetland. None of the waters or the wetland are anticipated to be under the jurisdiction of the United States Army Corps of Engineers (USACE), but all four features are anticipated to be under the jurisdiction of the Regional Water Quality Control Board (RWQCB) and the CDFW.

Development of the expanded ED would not dredge, fill, or otherwise impact any of the water features or associated riparian habitat delineated on-site, as none of the water features are located within the Site Development Area. Similarly, the W. Yosemite Avenue median construction Offsite Improvement would not impact water features or associated riparian habitat. The extension of Center Street and undergrounding SSJID Drain 5 Offsite Improvements would place fill within SSJID Drain 5, ED1A, and ED1B. SSJID Drain 5 would be undergrounded for the entire length within the Project Site. This would be considered complete fill by the RWQCB and CDFW. ED1A and ED1B are anticipated to be at least partially filled by construction of the extension of Center Street. Fill within these waters is considered a potentially significant impact.

SSJID Drain 5, ED1A, and ED1B are under the jurisdiction of the RWQCB and CDFW. Both agencies will review proposed Project impacts and require applicable avoidance and mitigation activities as conditions of permit issuance. MM BIO-3 requires that the Project obtain the applicable permits from each agency before Project work that impacts SSJID Drain 5, ED1A, or ED1B commences and that all applicable permit conditions are implemented. Further, the Project shall comply with SJMSCP ITMM 5.2.4.31, Riparian Habitats and Other Non-Vernal Pool Wetlands. ITMM 5.2.4.31 requires erosion control measures and compliance with permit required buffers. With implementation of MM BIO-3, and compliance with the SJMSCP minimization measures, Project impacts on water features and associated habitat would be less than significant.

Mitigation Measure

MM BIO-3: The Project shall obtain a Waste Discharge Requirements permit from the RWQCB and a Lake and Streambed Alteration Agreement from the CDFW prior to the commencement of construction activities in SSJID Drain 5, ED1A, and ED1B. Permit approval documents shall be submitted to the City of Manteca. The Project shall comply with SJMSCP ITMM 5.2.4.31, Riparian Habitats and Other Non-Vernal Pool Wetlands. Proof of compliance (i.e., issued permits, copies of any required reports) shall be submitted to the City of Manteca.

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

Less Than Significant with Mitigation. The four water features delineated within the Project Site and Offsite Improvements Area do not convey sufficient water on a permanent basis and are not connected to other water bodies. Thus, the water features are not anticipated to be used by migratory fish species. The Project Site and Offsite Improvements Area are not located within a designated wildlife migration corridor and are unlikely to be used as a migration corridor given the largely urban, developed surroundings. However, there are trees on and adjacent to the Project Site and Offsite Improvements Area that could be used by migratory birds. With implementation of MM BIO-2, potentially significant impacts on migratory birds would be reduced to less-than-significant. Thus, the Project impact on the movement of wildlife or potential migratory corridors would be less than significant with mitigation.

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

Less than Significant Impact. The City of Manteca has an adopted Street Tree Ordinance and a Street Tree Plan. The Project will apply for the appropriate permit to plant street trees from the City's approved list. Further, the planting and removal of trees associated with the Project will be reviewed for consistency with the City of Manteca's Tree and Shrub Ordinance (Chapter 12.08 of the Municipal Code) during the design review process. As tree planting proposed by the Project would be consistent with the City Tree and Shrub Ordinance and the adopted Street Tree Plan, the Project would not conflict with local biological resource requirements. Impacts would be less than significant.

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

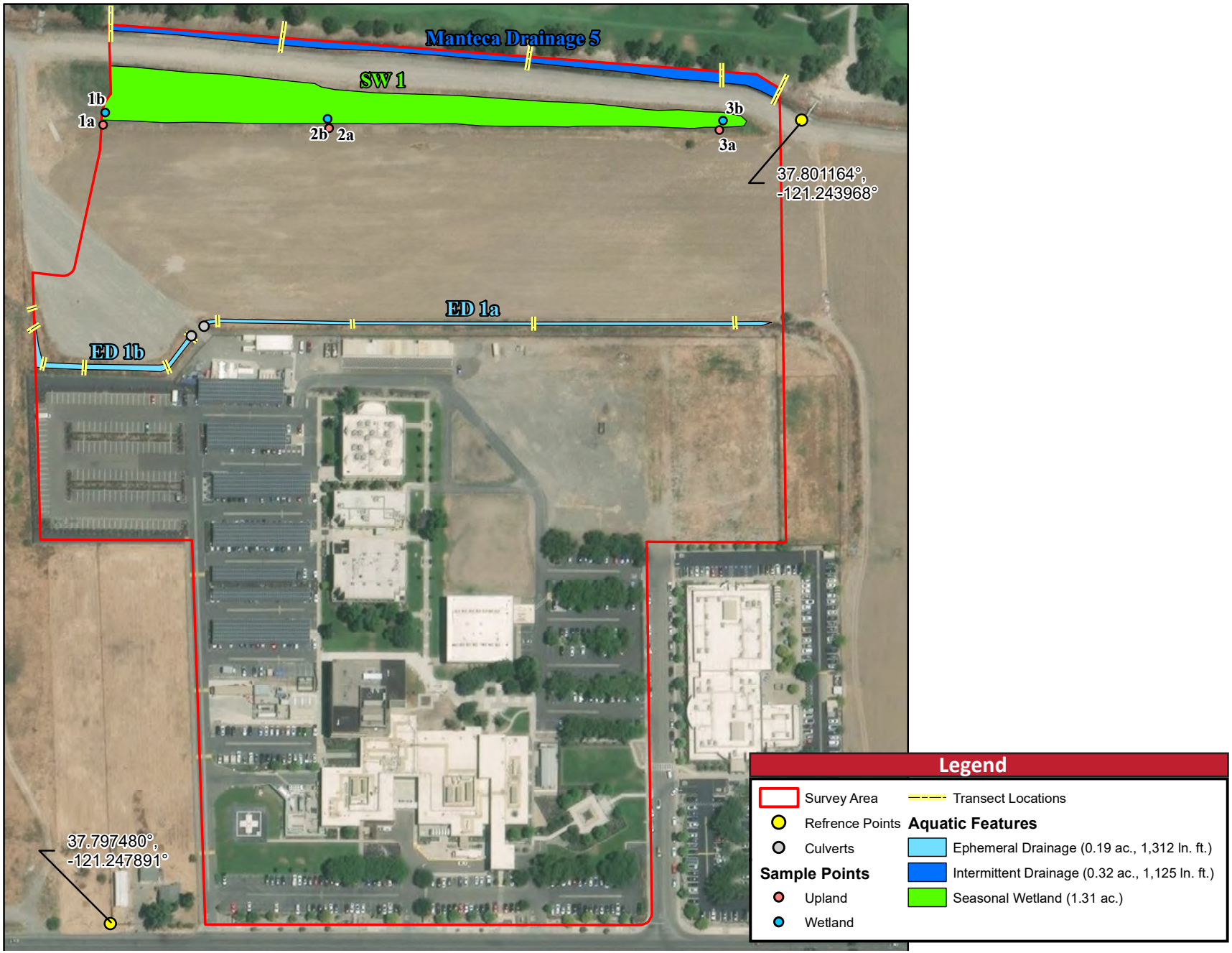
Less Than Significant. The Manteca City Council adopted the SJMSCP (Resolution #R2001-46) on February 5, 2001, signing a Joint Powers Agreement with other City, County, State, and Federal agencies. The SJMSCP is a 50-year plan (2001 – 2051) that provides compensation for the conversion of open space to non-open space uses which affect the plant, fish, and wildlife species covered by the plan. The SJMSCP also includes some compensation to offset the impacts of open space conversions on non-wildlife related resources such as recreation, agriculture, scenic values, and other beneficial open space. The SJMSCP provides three compensation methods: preservation of existing sensitive lands, creation of new comparable habitat on the Project Site, or payment of fees that would be used to secure preserve lands outside the Project Site. In addition to fee payments, the SJMSCP identifies and requires the applicants to abide by ITMMs, which are adopted to minimize direct impacts to special status species (SJCOG, 2000). The San Joaquin Council of governments (SJCOG) implements the SJMSCP on a project-by-project basis. The City of Manteca is a participant in the SJMSCP. The Project Site and Offsite Improvements Area are located within the Category A – No Pay Zone and the Category B - Other Open Spaces Pay Zone A. Refer to **Figure 5-3: Multi-Species Habitat Conservation and Open Space Plan**. The Project would comply with the

applicable requirements of the SJMSCP and relevant SJMSCP ITTMs have been incorporated into Project mitigation measures. As such, the Project would be consistent with the SJMSCP and impacts would be less than significant.

Cumulative Impacts

The Project is located within a previously disturbed area with existing development. The Project is not located within a known migratory corridor. While the Project would involve construction activities within waters, the Project would adhere to the requirements of the applicable agencies and SJMSCP policies. The Project would not result in any significant and unavoidable impacts to biological resources. Further, the Project and future projects are subject to the SJMSCP which plans for the sustainable management of biological resources in the area. Thus, the Project would not have cumulatively considerable contributions to cumulative biological impacts.

This Page Intentionally Left Blank



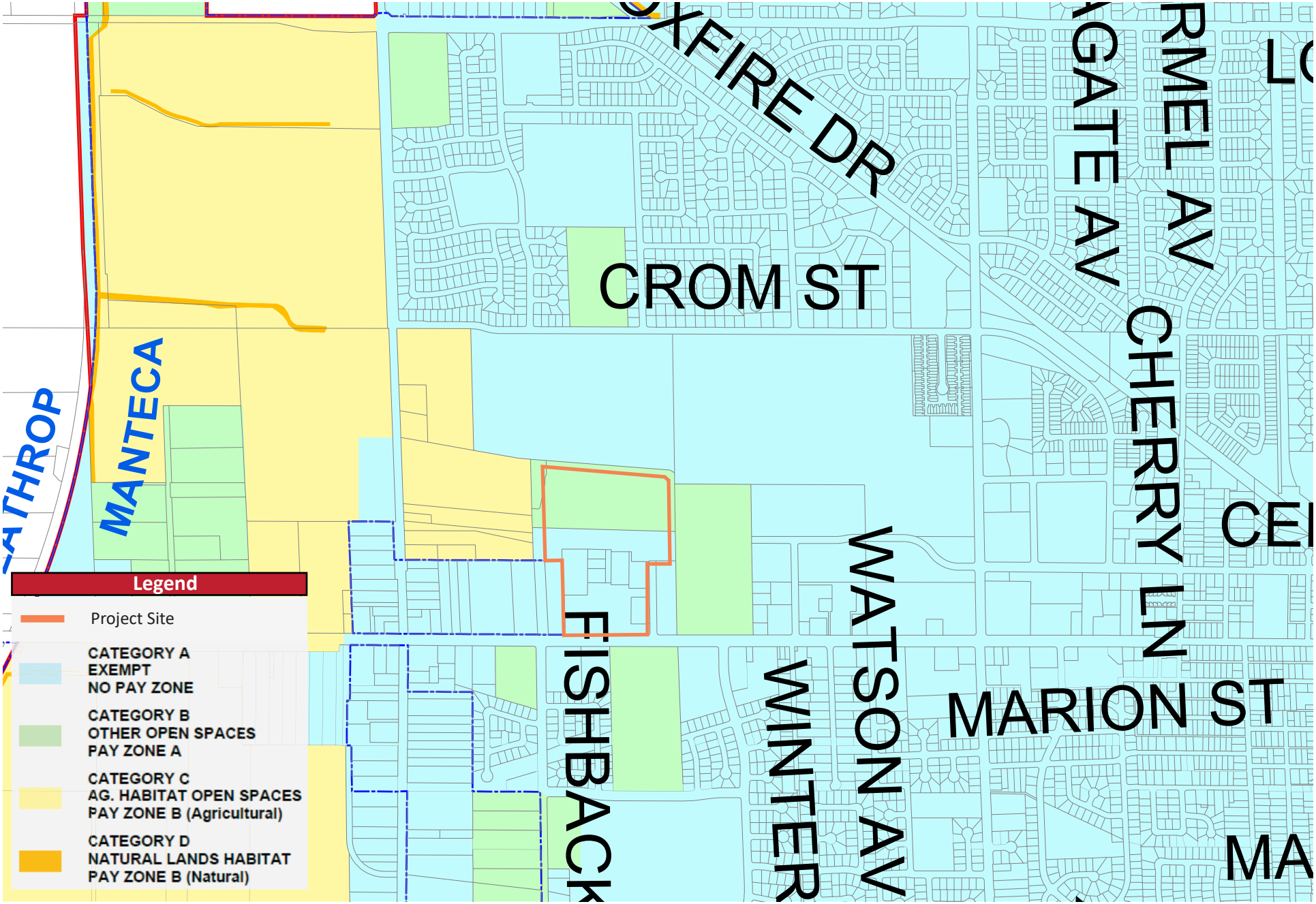
Source: Olberding, 2025

Figure 5-2: Delineated Water Features

Kaiser Manteca ED Expansion Project
Intial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



Source: San Joaquin Council of Governments, 2004

Figure 5-3: Multi-Species Habitat Conservation and Open Space Plan

Kaiser Manteca ED Expansion Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

5.5 CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			**X**	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			**X**	

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

Less Than Significant Impact. Historical resources findings are informed by a California Historical Resources Information System (CHRIS) records search (See Appendix C). The CHRIS records search found no formally recorded prehistoric or historic archaeological resources or historic building or structures within the Project Site or Offsite Improvements Area. Additionally, the CHRIS records search did not find prehistoric or historic resources or resources of value to local cultural groups within the immediate vicinity of the Project Site and Offsite Improvements Area. As there are no historical resources pursuant to § 15064.5 recorded on-site or in the vicinity, the Project would have a less than significant impact.

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

Less Than Significant With Mitigation Incorporated. There were no known archaeological resources identified within the Project Site or Offsite Improvements Area by the CHRIS search. However, the absence of documented resources, or substantial surface prehistoric or historic-period archeological remains within the Project vicinity and the existing level of disturbance does not preclude the possibility of previously undiscovered subsurface resources. The CHRIS search further notes that since the Project area has not been subject to previous project-specific investigations, and one has not been conducted for the Project, there may be previously unidentified features present. Though the circumstances would present a low possibility, the following mitigation measure would reduce impacts in the unanticipated discovery of archaeological resources during construction. With the implementation of MM CUL-1, impacts to archaeological resources pursuant to § 15064.5 would be less than significant.

Mitigation Measures

MM CUL-1 The project applicant shall ensure that a training session is conducted for all workers prior to initiation of construction activities. The training will provide information on the identification and protection of sensitive cultural resources, including tribal cultural resources, human remains, and cultural deposits. If potentially significant archaeological resources are encountered during subsurface excavation activities, all construction activities within a 100-foot radius of the resource shall cease, the City of Manteca shall be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology (or a qualified paleontologist in the event paleontological resources are found) shall be retained to determine the significance of the discovery. The City of Manteca shall consider recommendations presented by the professional for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Specific measures are developed based on the significance of the find.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. No human remains are known to be present within the Project Site or Offsite improvements Area. If human remains are found, those remains would require proper treatment in accordance with applicable laws, including Health and Safety Code (HSC) §§ 7050.5-7055 and PRC § 5097.98 and § 5097.99. HSC §§ 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, HSC § 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. HSC § 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by state law, the procedures set forth in PRC § 5097.98 would be implemented, including evaluation by the County Coroner and notification of the NAHC. The NAHC would then designate the "Most Likely Descendent" of the unearthed human remains. If human remains are found during excavation, excavation would be halted in the vicinity of the discovery and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Compliance with the established regulatory framework (i.e., HSC § 7050.5-7055 and PRC §§ 5097.98 and 5097.99) would ensure potential Project impacts would not disturb any human remains. Thus, Project impacts would be less than significant.

Cumulative Impacts

Overall, the Project would not cause a considerable impact to historical cultural resources, archaeological cultural resources, or human remains. Due to the Project location and previously disturbed nature of the Project Site and Offsite Improvements Area, and the addition of the above listed mitigation measure, the Project would not have cumulatively considerable contributions to cumulative cultural resource impacts.

5.6 ENERGY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

REGULATORY SETTING

State

Renewable Portfolio Standards

In 2002, California established its Renewable Portfolio Standard program[16] with the goal of increasing the annual percentage of renewable energy in the State's electricity mix by the equivalent of at least one percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code § 399.15(b)(1)). Signed in 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Approved in 2022, SB 1020 revised the state policy to provide that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035.

Building Codes

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 9, 2018, the California Energy Commission (CEC)

[16] California Public Utilities Commission, Renewable Portfolio Standard (RPS) Program. Available at: https://www.cpuc.ca.gov/rps/ Accessed: June 2025.

adopted the 2019 Building Energy Efficiency Standards, which went into effect on January 1, 2020. The 2022 Standards were adopted in August 2021 and went into effect in January 2023.

California Green Building Standards Code

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five green building topics. The CEC approved the 2022 California Green Building Standards Code and went into effect January 1, 2023.

ENVIRONMENTAL IMPACTS

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Construction

The energy consumption associated with construction of the Project includes primarily diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, as well as gasoline consumption from on-road worker commute and vendor trips. Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers, and heating, ventilation, and air conditioning) would be powered by a generator. The amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools and several construction trailers by managerial staff during the hours of construction activities. The majority of the energy used during construction would be from diesel fuel usage. This analysis relies on the construction equipment list and operational characteristics, as stated in Section 5.3 Air Quality and Section 5.8 Greenhouse Gas Emissions, as well as Appendix D. *Table 5.6-2: Project Energy Consumption During Construction* quantifies the Project's construction energy consumption and is followed by an analysis of impacts based on those quantifications.

Table 5.6-2: Project Energy Consumption During Construction

Source	Project Construction Usage	San Joaquin County Annual Energy Consumption	Percentage Increase Countywide
Diesel Use	**Gallons**		
On-Road Construction Trips [1]	7,291	255,242,085	0.003%
Off-Road Construction Equipment [2]	84,532		0.033%
Construction Diesel Total	91,823		0.036%
Gasoline	**Gallons**		
On-Road Construction Trips [1]	4,427	83,341,718	0.005%
Electricity Use	**Megawatt Hours (MWh/year)**		
Water Consumption	3.2	5,771,280	<0.001%
1. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in San Joaquin County. 2. Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (hp)-hour from the U.S. EPA. Abbreviations: CalEEMod: California Emission Estimation Model; EMFAC: Emission Factor Model; kWh: kilowatt-hour.			
Sources: AWMA, 1992; DOE 2016; USEPA 1996.			

As shown in *Table 5.6-2*, Project construction would consume approximately 91,823 gallons of diesel and 4,427 gallons of gasoline. The proposed Project's fuel from the entire construction period would increase fuel use in the County by approximately 0.036 percent for diesel and 0.005 percent for gasoline. The Project's water consumption electrical use during construction would be approximately 3.2 MWh/year, which would increase electricity usage in the county by less than 0.001 percent.

There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel consumption. Additionally, use of construction fuel would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies. Therefore, it is expected that construction fuel consumption associated with the Project would not be inefficient, wasteful, or unnecessary. The Project would not substantially affect existing energy or fuel supplies, or resources and new capacity would not be required. Impacts would be less than significant in this regard.

Operations

The energy consumption associated with the Project would include building electricity and energy associated with water conveyance, as well as fuel usage from on-road vehicles. The Project would be all-electric, with no use of natural gas equipment. The ED Expansion will be equipped with one diesel generator that will only be used in the event of an emergency that cuts off standard power

delivery to the building. The generator will need to be tested periodically to ensure full functionality, however the ED Expansion will not use any natural gas or fuel for any of its equipment that is used for day-to-day operations.

Quantification of operational energy consumption are provided in *Table 5.6-3: Annual Energy Consumption During Operations* (See Appendix D). Operation of uses implemented pursuant to the Project would annually consume approximately 1,165 MWh of electricity, 4,617 gallons of diesel, and 31,597 gallons of gasoline.

Table 5.6-3: Annual Energy Consumption During Operations

Source	Project Operational Usage	San Joaquin County Annual Energy Consumption	Percentage Increase Countywide
Electricity Use	**Megawatt Hour/Year (MWh/year)**		
Area [1]	1,153	5,771,280	0.020%
Water[1]	12		<0.001%
Total Electricity	1,165		0.020%
Diesel Use	**Gallons/Year**		
Mobile [2]	4,617	83,341,718	0.006%
Gasoline Use	**Gallons/Year**		
Mobile [2]	31,597	255,242,085	0.012%

1. The electricity usage is based on Project-specific estimates and CalEEMod version 2022.1.1 defaults.
2. Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2021 for operational year 2027.

Abbreviations: CalEEMod: California Emission Estimation Model; EMFAC2021: California Air Resources Board Emission Factor Model; MWh: Megawatt-hour

Source: Energy Calculations in Appendix D.

Pacific Gas and Electric (PG&E) provides electricity to the Project area. The Project Site is expected to be served by the existing PG&E electrical facilities. Total electricity demand in PG&E's service area is forecast to increase by approximately 12,000 GWh—or 12 billion kWh—between 2016 and 2028. The Project's anticipated electricity demand (approximately 1,165 MWh) would be nominal compared to overall demand in PG&E's service area. Therefore, the projected electrical demand would not significantly impact PG&E's level of service.

Regarding natural gas, San Joaquin County consumed 187,299,397 therms of natural gas in 2022. Therefore, the Project's operational energy consumption of natural gas (18,207 therms/year) would represent 0.010 percent of the natural gas consumption in the County.

In 2027, Californians are anticipated to use approximately 13,169,065,097 gallons of gasoline and approximately 3,160,833,123 gallons of diesel fuel. San Joaquin County annual gasoline fuel use in 2027 is anticipated to be 255,242,085 gallons and diesel fuel is anticipated to be 83,341,718 gallons. Expected Project operational use of gasoline and diesel would represent less than 0.001 percent of gasoline use and less than 0.001 percent of diesel use in the State. Project operational use of gasoline and diesel would represent 0.012 percent of gasoline use and 0.006 percent of diesel use in the County.

The Project would be consistent with the 2022 Building Efficiency Standards, which will take effect on January 1, 2023, and/or future Building Energy Efficiency Standards depending on when construction permits are issued. Prior to issuance of a building permit, the City of Manteca would review and verify that the Project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. Title 24 standards require energy conservation features in new construction (e.g., high- efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures).

Additionally, the Project would also be required to adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The insulation and design code requirements would minimize wasteful energy consumption.

None of the Project energy uses exceed one percent of San Joaquin County use. Therefore, it is expected that operational fuel and energy consumption associated with the Project would not be inefficient, wasteful, or unnecessary. Impacts would be less than significant in this regard.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The Project would be required to comply with existing regulations, including applicable measures from the City's General Plan, State Building Energy Efficiency Standards, appliance efficiency regulations, and CALGreen standards. As such, the Project would not conflict with any other state-level regulations pertaining to energy. The Project would comply with existing state energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, Project impacts would be less than significant in this regard.

Cumulative Impacts

As discussed above, it is expected that construction fuel consumption associated with the Project would not be inefficient, wasteful, or unnecessary. The Project would not substantially affect existing energy or fuel supplies, or resources. Additionally, the Project would also be required adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The insulation and design code requirements would minimize wasteful energy consumption. As discussed above, none of the Project energy uses exceed one percent of San Joaquin County use and it is expected that operational fuel and energy consumption associated with the Project would not be inefficient, wasteful, or unnecessary. Thus, the Project would not have cumulatively considerable contributions to cumulative energy impacts.

5.7 GEOLOGY AND SOILS

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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Less Than Significant Impact. According to the California Geological Survey (CGS) fault activity map, the closest known fault zone to the Project is the Greenville Fault Zone located approximately 26 miles southwest (CGS, 2024). The nearest fault is the Vernalis Fault located approximately 6.4 miles southwest (CGS, 2024). There are no earthquake fault zone boundaries or County designated fault zones identified within the Project Site and Offsite Improvements Areas. The Project is not within a seismic hazard zone map prepared under the Seismic Hazards Mapping Act (CGS, 2021). Thus, impacts associated with the rupture of a known earthquake fault would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact with Mitigation Incorporated. The Project, located in the Central Valley, has a low shaking potential (CGS, 2016). Further, design and construction would comply with the latest applicable California Building Code (CBC), City regulations, HCAi, and other applicable state standards which would minimize the potential of strong seismic ground shaking impacts. The CBC provides procedures for earthquake-resistant structural design based on the buildings risk or seismic design category that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. Additionally, the General Plan EIR requires that future development and improvement projects have a specific geotechnical study prepared and incorporated into the improvement design, consistent with the requirements of the State and City codes (City of Manteca, 2024). MM GEO-1 requires the Project applicant to submit design level geotechnical study to the City of Manteca and HCAi for review. Therefore, with the Project conforming to the latest CBC Building Codes and the implementation of MM GEO-1, impacts due to strong seismic ground shaking would be less than significant with mitigation.

Mitigation Measure

MM GEO-1: Prior to issuance of building permits, the project applicant shall submit a design-level geotechnical study and building plans to the City of Manteca and the California Department of Health Care Access and Information 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 Project. All on-site soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact with Mitigation Incorporated. Seismically induced liquefaction occurs when loose, water-saturated sediments of relatively low density are subjected to cyclic shaking that causes soils to lose strength or stiffness because of increased pore water pressure. The Project does not fall within any liquefaction zones identified in the California Earthquake Hazards Zone Map by the CGS (CGS, 2025). Additionally, the Project does not fall within or near an Alquist-Priolo Fault Hazard Zone, Landslide Zone, or Liquefaction Zone as designated on the DOC map viewer by the CGS (California Department of Conservation, 2022c). In addition to the Project Site and Offsite Improvements Area not being designated within one of the above zones, all structures included in the Project would be required by State law to be constructed in accordance with all applicable CBC earthquake construction standards, including those relating to soil characteristics, and adherence to MM GEO-1. Thus, the potential for substantial adverse effects to the Project due to seismic-related ground failure, including liquefaction, would be less than significant with mitigation.

iv) Landslides?

Less Than Significant Impact. The Project Site and Offsite Improvements Area are located in a generally flat area and do not contain any steep slopes that could result in landslides on or in the vicinity. Also identified in the DOC's Reported California Landslides map, there are no landslide zone boundaries that fall within the Project Site and Offsite Improvements Area (California Department of Conservation, 2024). Therefore, impacts associated with landslides would be less than significant.

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

Less Than Significant with Mitigation Incorporated.

Construction

Development of the Project would result in the creation of new impervious surface areas. During and after grading and excavation, and prior to overlaying the disturbed ground surfaces with impervious surfaces and structures, the potential exists for wind and water soil erosion to occur. Without implementation of appropriate Best Management Practices (BMPs) related to prevention of soil erosion during construction, development of the Project could result in a potentially significant impact in relation to soil erosion. The RWQCB requires a project-specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each project that disturbs an area of one acre or larger. MM HYD-1 requires the Project applicant to prepare and submit a SWPPP identifying specific actions and BMPs to prevent stormwater pollution during construction activities. The SWPPP shall include, among other things, temporary erosion control measures to be employed for disturbed areas. This would reduce the potential for soil erosion and topsoil loss during construction.

Operation

The Project would result in the development and paving of the Site Development Area. Upon completion of construction, the majority of the Site Development Area and Offsite Improvements Area where roads will be constructed will be covered with impervious surfaces such as buildings, parking lots, and access roads. These paved areas will effectively stabilize the soil and prevent erosion. Landscaped areas within the Project Site would also be comprised of vegetation that stabilizes the soil and minimizes erosion.

In the Northern Portion of the Project Site and the portion of the Offsite Improvements Area where SSJID Drain 5 will be undergrounded, impervious surface would not be installed for Project operation. Rather, soils disturbed by the excavation of fill and during drain undergrounding would be stabilized during Project construction and appropriate stormwater management facilities to handle any soil erosion from the restored facilities would be installed on-site for use during Project operation. Thus, the potential for soil erosion and topsoil loss from these areas during Project operation would be minimized and any soil runoff would be handled on-site.

The implementation of MM HYD-1 would mitigate the potential for soil erosion or the loss of topsoil during the construction of the Project through the implementation of a SWPPP comprising Project-specific BMPs. During Project operation, landscaped areas with vegetation that would effectively stabilize soils and prevent erosion, and stormwater would be captured and treated on-site. Thus, the Project would not result in substantial soil erosion or loss of topsoil and impacts would be less than significant.

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

Less Than Significant with Mitigation Incorporated. The Project Site and Offsite Improvements Area are generally flat and not anticipated to experience significant landslides. There are no active faults, Seismic Hazard Program Liquefaction Zones, or Alquist-Priolo Fault Hazard Zones on the Project Site and Offsite Improvements Area. Therefore, the potential for lateral spreading, subsidence, liquefaction, or collapse is unlikely. Subsidence was determined by the General plan EIR not to be a known issue in the General Plan planning area. Thus, on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse as a result of Project location on unstable soils is not anticipated. None the less, all Project components would be constructed in accordance with applicable City General Plan goals and policies, the City zoning ordinance, and other regulations, including Codes established by the CBC and HCAi. All construction plans and related geotechnical plans and studies would be reviewed by the City and HCAi further ensuring compliance with all building construction standards. Compliance with all construction standards would further reduce the potential for an off-site landslide, lateral spreading, subsidence, liquefaction or collapse. In addition, the Project Applicant would be required to submit a geotechnical investigation report to the City and HCAi as part of MM GEO-1. Thus, with implementation of MM GEO-1, impacts associated with unstable soils resulting in landslides, lateral spreading, subsidence, and liquefaction would be less than significant with mitigation.

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

Less Than Significant with Mitigation Incorporated. Table 18-1-B of the Uniform Building Code (1994) defines expansive soils based on their expansion potential. The expansion potential is low if the soil has a linear extensibility of less than 3 percent; moderate if 3 to 6 percent; high if 6 to 9 percent; and very high if more than 9 percent. Linear extensibility is a method for measuring expansion potential. If the linear extensibility is more than 3 percent, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots. Special design commonly is needed for construction on soils with linear extensibility of more than 3 percent (City of Manteca, 2022a).

Based on Table 18-1-B of the Uniform Building Code, Figure 3.6-4 of the General Plan EIR defines areas within the City of Manteca that have low to high potential for shrinking and swelling. The Project Site and Offsite improvements Area are located within a “Low Potential” area for shrinking and swelling potential for soils. Additionally, the soil in which the Project would be constructed on consists of Veritas fine sandy loam (NRCS, 2024). This series consists of moderately drained soils with slow water runoff properties (City of Manteca, 2024). Additionally, the area where SSJID Drain 5 is located is comprised of Tinnin loamy coarse sand, a well-drained soil with slow runoff associated with the soil classification (NRCS 2024; City of Manteca, 2024). Therefore, soils identified on the Project Site and Offsite Improvements Area do not have expansive soil qualities and are located on soils with “Low Potential” for shrinking and swelling defined in Figure 3.6-4 of

the General Plan EIR. Additionally, the Project would implement MM GEO-1 that requires the Project applicant to submit design level geotechnical study to the City of Manteca and HCAi for review. Thus, impacts would be less than significant with mitigation.

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

Less Than Significant Impact. The Project would construct sewer connections to the existing water disposal systems that exist within the Kaiser Permanente facility. As part of the Offsite Improvements, the Project would construct a 36-inch sewer trunk main in the proposed Center Street that would connect to the existing 12-inch sanitary sewer main in accordance with the Sanitary Sewer Master Plan. There would be no additional septic tanks or alternative waste disposal systems required for the Project. Therefore, impacts would be less than significant.

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

Less Than Significant with Mitigation Incorporated. There are no known paleontological resources located in the Project Site and Offsite Improvements Area. However, development of the Project could result in the discovery and disturbance of previously unknown or undiscovered paleontological resources. While the vast majority of paleontological specimens from San Joaquin County have been found in rock formations in the foothills of the Diablo Mountain Range, the remains of extinct animals could be found virtually anywhere in the County, especially along the San Joaquin River and its tributaries (City of Manteca, 2022b).

The Site Development Area would be located on disturbed land that has been previously excavated. The chances of discovering paleontological resources within the Site Development Area are low given the previously disturbed nature. However, as required conditions from previous projects, Offsite Improvements, including the construction of Center Street and the undergrounding of SSJID Drain 5, would occur on previously undeveloped land. As stated above, remains of extinct animal species could be found virtually anywhere in San Joaquin County, especially along the San Joaquin River and tributaries. While the Project Site and Offsite Improvements Area are approximately 3.2 miles east of the San Joaquin River and fossils are not expected to be discovered during construction, there remains a nonzero chance that paleontological resources could be discovered during excavation activities, even in areas with a low likelihood of occurrence. Fossils encountered during excavation could be inadvertently damaged. If a unique paleontological resource is discovered, the impact to the resource could be substantial. MM CUL-1 would require that a qualified paleontologist be notified if paleontological resources are found. With implementation of MM CUL-1 and consistency with City ordinances, policies and goals, impacts associated with paleontological resources would be less than significant with mitigation.

Cumulative Impacts

Geology and soil-related impacts are generally site-specific and are determined by a particular site's proximity to seismically active areas, soil characteristics, topography, and proposed land uses. Cumulative effects related to geology and soils resulting from the implementation of the Project and any projects proposing ground disturbance and/or development in surrounding areas could increase erosion potential and expose more persons and property to potential impacts due to seismic activity. However, seismic and geologic significance would be considered on a project-by-project basis through the preparation of a design-level geotechnical study and such exposures would be minimized through strict engineering guidelines as they pertain to protection against known geologic hazards and potential geologic and soil related impacts. As the Project is anticipated to result in only less-than-significant impacts related to geology and soils and would be accounted for as applicable in the analysis of future projects, the Project would not contribute to any cumulatively considerable geologic and/or soils impacts. Thus, the Project would not have cumulatively considerable contributions to cumulative geology and soil impacts.

5.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

REGULATORY SETTING

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. This section describes the major legislation related to GHG emissions reduction.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

CARB Scoping Plan. Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to

reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects. CARB specifically states that Appendix D does not address other land uses (e.g., industrial or hospital). However, CARB plans to explore new approaches for other land use types in the future. As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit. Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan (CARB, 2017). The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other federal actions.

AB 1279 (The California Climate Crisis Act). AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat, even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy-and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The California Energy Commission (CEC) adopted the 2022 Energy Code on August 11, 2021, which was subsequently approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption across California. For example, the 2022 Title 24 standards will require efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as CALGreen, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The latest CALGreen Code took effect on January 1, 2020 (2019 CALGreen). The latest CALGreen Code took effect on January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards has improved upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

Regional

SJVAPCD Thresholds

The Project lies within the northern portion of the SJVAB. The SJVAPCD has jurisdiction over most air quality matters in the SJVAB and is tasked with implementing programs and regulations required by the federal and State Clean Air Acts. According to the SJVAPCD, impacts are less than significant if a project complies with adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions.

Under CEQA, the SJVAPCD is a commenting responsible agency on air quality within its jurisdiction or impacting its jurisdiction. The SJVAPCD reviews projects to ensure that they would: (1) support the primary goals of the latest Air Quality Plan; (2) include applicable control measures from the Air Quality Plan; and (3) not disrupt or hinder implementation of any Air Quality Plan control measures.

Local

City of Manteca Climate Action Plan

The City of Manteca Climate Action Plan (CAP), approved in 2013, focuses on City operations, facilities and employee actions that will reduce not only GHG emissions but also energy and water consumption, solid waste and fuel consumption. The GHG emission reduction goals require a change from "business as usual" to attain them. The CAP outlines the goal of reducing per capita emissions from 6.9 $MTCO_2e$ per person in 2005 to 6.3 in 2035. CAP is being issued in the context of legislative and regulatory action at the federal and state level. The CAP is consistent with CEQA Guidelines 15183.5 Tiering and Streamlining the Analysis of Greenhouse Gas Emissions. The Climate Action Plan Advisory Committee (CAPC) is in the process of updating the CAP and has had 11 meetings since Fall of 2023.

City of Manteca Municipal Code

The City's Municipal Code includes the following regulations that would reduce GHG emissions from future development; Building Conservation Code (Chapter 15.06), Energy Code (Chapter 15.18), Green Code (Chapter 15.22), and Landscaping (Chapter 17.48).

City of Manteca General Plan

The General Plan includes GHG reduction strategies to help the City sustain its natural resources, grow efficiently, and meet California legal requirements for GHG emissions reduction. Multiple policies and actions in the General Plan have GHG implications including those targeting land use, housing, transportation, water usage, solid waste generation and recycling, and reuse of historic buildings. The policies also include a monitoring component that allows for adaptation and adjustment of City programs and initiatives related to sustainability and associated reductions in GHG emissions. The GHG Reduction Strategy is intended to meet the mandates as outlined in the CEQA Guidelines and the recent standards for "qualified plans" as set forth by SJVAPCD. The City of Manteca has recently adopted and approved the General Plan Update as of February 2024.

THRESHOLDS

According to the SJVAPCD, impacts are less than significant if a project complies with adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions. The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of

past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355). The effects of project specific GHG emissions are cumulative, and unless reduced or mitigated, their incremental contribution to global climatic change could be considered significant.

This analysis relies on a qualitative approach to evaluate the project's GHG impacts pursuant to CEQA Guidelines Section 15064.4 and *Mission Bay Alliance v. Office of Community Investment and Infrastructure* (2016) 6 Cal.App.5th 160. Specifically, the analysis relies on an assessment of the Project for consistency with the City of Manteca CAP, which is specifically designed to reduce GHG emissions in accordance with the GHG emission reduction targets identified by the State of California in the CARB Scoping Plan. Additionally, a qualitative analysis of the Project's consistency with other relevant planning documents and relevant laws is provided herein.

ENVIRONMENTAL IMPACTS

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

Less than Significant Impact.

Short-Term Construction Greenhouse Gas Emissions

Construction of the Project would result in direct emissions of CO_2, N_2O, and CH_4 from the operation of construction equipment and the transport of materials and construction workers to and from the Project Site. SJVAPCD does not have a threshold for construction GHG emissions, which are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the Project. However, the SJVAPCD advises that construction GHG should be disclosed and a determination on the significance of construction GHG emissions in relation to meeting AB 32 GHG reduction goals should be made. Total GHG emissions generated during all phases of construction were combined and are presented in *Table 5.8-1: Construction Greenhouse Gas Emissions*. The CalEEMod outputs are contained within Appendix A.

Table 5.8-1: Construction Greenhouse Gas Emissions

Year	$MTCO_2e$[1]
2025	581
2026	326
2027	64
Total	971
Amortized	32
$MTCO_2e$ = metric tons of carbon dioxide equivalent. 1. Due to Rounding, Total $MTCO_2e$ may be marginally different from CalEEMod output.	
Source: CalEEMod version 2022.1. Refer to Appendix A for model outputs.	

As shown in *Table 5.8-1*, Project construction-related activities would generate approximately 971 $MTCO_2e$ of GHG emissions over the course of construction. One-time, short-term construction GHG emissions are typically summed and amortized over the Project's lifetime (assumed to be 30 years). It is reasonable to look at a 30-year time frame for buildings since this is a typical interval before a new building requires the first major renovation. The amortized Project emissions would be approximately 32 $MTCO_2e$ per year. Once construction is complete, the generation of construction-related GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions would occur over the Project's life. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion from generator usage, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the Project, the energy required to convey water to, and wastewater from the Project Site, the emissions associated with solid waste generated from the Project Site, and any fugitive refrigerants from air conditioning or refrigerators.

The Project would comply with the Title 24 Part 6 Building Energy Efficiency Standards in effect when building permits are submitted, which may be the current 2022 Title 24 Part 6 or a later version, as Title 24 is updated every three years. To be conservative, the analysis assumes all Project buildings would comply with 2022 Title 24 Part 6. Among other updates to the 2019 version, like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards including new electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores; and the expansion of solar photovoltaic and battery storage standards to additional land uses beyond low-rise residential, including high-rise multifamily residences, hotels and motels, tenant spaces, offices, (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers). The Project would comply with existing requirements for electric heat pumps for space heating through the Central Utility Plant (CUP). Medical facilities are not included in the updated standards for solar photovoltaic and battery storage standards. Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Building Code.

The Project would also comply with the appliance energy efficiency standards in Title 20 of the CCR. The Title 20 standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances. The California Energy Commission proposed to adopt changes based upon agency discretion.[17] The Project would not be subject to future Title 20 amendments unless otherwise stated. The Project would be constructed according to the standards for high-efficiency water fixtures for indoor plumbing and

[17] California Energy Commission. 2021. *2021Public Hearing – California Energy Commission* , https://www.energy.ca.gov/event/meeting/2021-08/public-hearing-california-energy-commission-proposes-adopt-changes-california. Accessed June 2025.

water efficient irrigation systems required in the applicable version of Title 24, Part 11 (CALGreen), assumed to be 2022 Title 24, Part 11 for this analysis.

At the State and global level, improvements in technology, policy, and social behavior would influence and reduce Project operational emissions. The state is currently on a pathway to achieving the Renewable Portfolio Standards goal of 52 percent by December 31, 2027, 60 percent renewables by 2030 per SB 100, and achieve carbon neutrality by 2045 per AB 1279. Energy and mobile sources are targeted by statewide measures such as low carbon fuels, cleaner vehicles, strategies to promote sustainable communities and improved transportation choices that result in reducing VMT. With continued implementation of various statewide measures, the Project's operational energy and mobile source emissions would continue to decline in the future.

The majority of Project emissions would occur from mobile and energy sources. Mobile and energy sources are targeted by statewide measures such as low carbon fuels, cleaner vehicles, strategies to promote sustainable communities and improved transportation choices that result in reducing VMT, continued implementation of the Renewable Portfolio, and extension of the Cap-and-Trade program (requires reductions from industrial sources, energy generation, and fossil fuels). The Cap-and-Trade program covers approximately 85 percent of California's GHG emissions as of January 2015. The statewide cap for GHG emissions from the capped sectors (i.e., electricity generation, industrial sources, petroleum refining, and cement production) commenced in 2013 and will decline approximately three percent each year, achieving GHG emission reductions throughout the Program's duration. The passage of AB 398 in July 2017 extended the duration of the Cap-and-Trade program from 2020 to 2030. With continued implementation of various statewide measures, the Project's operational energy and mobile source emissions would continue to decline in the future. The proposed would be all electric. No natural gas usage is proposed as part of the Project. PG&E provides electricity to the Project area. The Project Site is expected to be served by the existing PG&E electrical facilities. As of 2023, PG&E's electricity mix was entirely greenhouse gas free.[18]

As discussed in Impact Statement GHG-b, below, the Project would be constructed in compliance with the City's CAP, which would requires the Project to achieve GHG emissions reductions by implementing specific reduction strategies. The Project would be designed to be all electric with no natural gas usage, and designed in accordance with CalGreen Tier 1 standards. The Project, therefore, would be consistent with the City's GHG Reduction and General Plan and would have a less than significant GHG emissions impact.

[18] Pacific Gas & Electric Company. 2023 Content Power Label. Available at: https://www.pge.com/assets/pge/docs/account/billing-and-assistance/bill-inserts/1224-power-content-label.pdf. Accessed June 2025.

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

Less Than Significant Impact.

City of Manteca Climate Action Plan Consistency

On October 15, 2013, the City of Manteca adopted their CAP, which is intended to support the goals of AB 32 and SB 32. The CAP is designed to reduce community-related and City operations-related GHG emissions to a degree that would not hinder or delay implementation of AB 32. In order to do such, the City has outlined a course of action for the City government and the community of Manteca to reduce per capita GHG emissions. Projects showing consistency with the CAP would be considered not to contribute significant GHG emissions impacts.

For new development projects constructed in the City of Manteca, the CAP requires the development projects to achieve GHG emissions reductions by implementing specific reduction strategies. The City of Manteca CAP is consistent with the goals presented in AB 32 and SB 32 and, therefore, projects considered consistent with the CAP would be considered to result in a less-than-significant impact related to GHG emissions. The Project's consistency with the reduction strategies in the CAP is assessed in *Table 5.8-2: City of Manteca CAP Consistency* below.

Table 5.8-2: City of Manteca CAP Consistency

CAP Strategy	Project Consistency
Comply with the applicable land use, sustainable development, and resource conservation policies of the Manteca General Plan.	**Consistent**. The Project would not require any land use changes, as the existing designation is consistent with the proposed public/quasi-public development. The PQP land use designation allows for uses such as hospitals and medical services. The Project is consistent with land use, sustainable development, and resource conservation policies in the General Plan.
Construct project transportation infrastructure that supports walking, bicycling, and transit use.	**Consistent**. The Project would not alter existing street, pedestrian walkways, or bike lanes. Additionally, the Project would include connections and improvements to the nearby existing pedestrian walkways. Bicycle lanes would be constructed along W. Yosemite Avenue and Center Street per City requirements.
Implement transportation demand management programs in projects with large numbers of employees.	**Consistent.** Ten additional ED employees are anticipated to support the ED expansion proposed by the Project. The Project would not generate large numbers of employees.
Design and construct project buildings to exceed Title 24 Energy Efficiency Standards by at least 10 percent.	**Consistent**. The City of Manteca CAP was adopted in 2013 and, thus, the applicable Title 24 standards at the time of adoption were the 2010 Energy Efficiency Standards. The current 2024 Energy Efficiency Standards are 10 percent more

CAP Strategy	Project Consistency
	efficient than the 2010 standards. Moreover, the Project would be designed in accordance with CalGreen Tier 1 standards. Energy efficiency would exceed Title 24 energy efficiency standards beyond the CAP goal set for 2013 standards.
Implement project buildings including water conservation measures that meet or exceed the California Green Building Code standards 20 percent requirement.	**Consistent**. The Project would be required to meet the water efficiency regulations within the CalGreen Code. As such, the Project would comply with this measure.
Install project landscaping that meets or exceeds water conservation standards of the City's adopted landscaping ordinance 20 percent reduction requirement.	**Consistent**. Landscaping within the Project Site would be required to comply with the CalGreen Code, and all water efficiency measures therein, including the Model Water Efficient Landscape Ordinance. In addition, the Project would be required to comply with the adopted water conservation standards set forth in Chapter 17.48 of the Manteca Municipal Code. As such, the Project would comply with this measure.
Develop programs to exceed state recycling and diversion targets by at least 10 percent.	**Consistent**. Pursuant to Municipal Code Section 13.02.120, all construction materials associated with the Project shall be recycled. The City of Manteca offers a free commercial recycling pickup service which would be available to the Project during operations.
Source: City of Manteca, *Climate Action Plan*, October 15th, 2013.	

Because the strategies included in the CAP would achieve local reductions that are adequate to meet the City's GHG Reduction targets, which is consistent with the AB 32 reduction targets, if a project is consistent with the City's CAP, the project would not be considered to generate GHG emissions that may result in a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. As shown in *Table 5.8-2*, the Project would be consistent with the strategies as described in the City of Manteca CAP and it functions as an implementation project toward achieving the City's CAP. As such, the Project would not generate GHG emissions that would have a significant impact on the environment or conflict with any applicable plans, policies, or regulations and impacts related to greenhouse gases are less than significant.

Cumulative Impacts

It is generally the case that an individual project of the Project's size and nature is insufficient in magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHG emissions would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the Project as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As discussed in

Threshold GHG-b discussion above, the Project would be consistent with the City's CAP. Thus, the Project would not conflict with any GHG reduction plan. Thus, the Project would not have cumulatively considerable contributions to cumulative Greenhouse Gas impacts.

5.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			**X**	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

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

Less Than Significant Impact.

Construction

Potential hazardous materials associated with construction activities generally include the use or storage of petroleum-based products (oil, gasoline, diesel fuel), and a variety of common chemicals including paints, cleaners, and solvents. The use or storage of these common potentially hazardous materials would be short-term only during the construction phase of the Project and quantities would be limited to the amount needed for equipment operation and Project construction. Although these materials could be used or stored on-site during construction, these materials are not anticipated to pose a significant threat in their anticipated quantities and uses. Further, the use and storage of these materials would be consistent with federal, state, and local requirements including the EPA, the California Department of Toxic Substances Control (DTSC), the California Occupational Safety and Health Administration (Cal/OSHA), Caltrans, the Resource Conservation and Recovery Act, and the Manteca Fire Department (MFD).

The Project would require soil to be excavated from the Northern Portion of the Project Site and used for fill in the Site Development Area. The Northern Portion of the Project Site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code § 65962.5. Therefore, the excavation and transport of soils are not anticipated release known hazardous materials. Further, should any potentially hazardous materials be discovered during Project construction, the transport, removal, and disposal of potentially hazardous materials would be conducted by a permitted and licensed service provider consistent with federal, state, and local requirements including the EPA, the California DTSC, the California Occupational Safety and Health Administration (Cal/OSHA), Caltrans, the Resource Conservation and Recovery Act, and the Manteca Fire Department (MFD).

Compliance with local, state, and federal regulations, would ensure short-term construction impacts associated with the handling, transport, use, and disposal of hazardous materials would be less than significant.

Operations

The use of hazardous materials presently occurs in a variety of hospital operations. Non-clinical uses associated with the Project, such as office uses within the buildings, would typically include familiar hazardous materials, such as toners, paints, and household cleaning products. In addition, activities such as building maintenance and landscaping commonly use fuels, oils, paints, lubricants, solvents, and pesticides. These common types of hazardous materials are typically stored and used in small quantities and used in accordance with manufacturer recommendations. As such, the routine transport, use, storage, and disposal of these materials would not reasonably be expected to create an adverse impact to the public or the environment.

Clinical-related Project uses would require the transport, use, and disposal of other varied and larger quantities of hazardous materials, including biohazardous materials, chemical materials, and low-level radioactive materials. Impacts related to the routine transport, use, and disposal of these types of hazardous materials during Project operations would be potentially significant. The Applicant, however, would be required to comply with applicable environmental federal, state, and local/regional laws. Pursuant to the State of California Medical Waste Management Act of 1990, the Applicant would be required to prepare a new medical waste management plan (MWMP) for submittal to the California Department of Public Health specific to the Project. As the San Joaquin County Environmental Health Department is the local enforcement agency for the State of California Medical Waste Management Act of 1990, the MWMP will be submitted to them for review and approval. The MWMP would describe the types and amounts of medical waste generated and how the waste would be disposed. Additionally, in accordance with California Health and Safety Code, Article 1, Chapter 6.95, the Applicant must prepare a hazardous materials business plan (HMBP) for submittal to the California Environmental Reporting System. The HMBP would include plans for materials storage would be consistent with California Fire Code regulations for hazardous materials management and would be subject to review by the San Joaquin County Environmental Health Department.

In addition to operations within the Project Site, Offsite Improvements specifically include the extension of St. Dominics Drive and the construction of Center Street. There is the potential for hazardous materials to be transported along the roads that would be extended and created as part of Offsite Improvements. Similar to existing operative uses, the applicant would comply with applicable environmental federal, state, and local laws. Pursuant to the State of California Medical Waste Management Act of 1990, operations along roads that are a part of Offsite Improvements would adhere to the MWMP submitted for the Project itself. The operation of Offsite Improvements would not otherwise require the routine use or transport of hazardous materials. Thus, Offsite Improvements would not have a significant environmental impact in regard to the transportation of hazardous materials.

Therefore, based on compliance with federal, state, and local regulations, impacts associated with the handling, transport, use, and disposal of hazardous materials and the release of hazardous materials into the environment would be less than significant.

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

Less Than Significant Impact.

Construction

The Project would utilize soil from the Northern Portion of the Project Site as fill in the Site Development Area and includes excavation for Offsite Improvements. According to GeoTracker, there are no associated cleanup sites or Leaking Underground Storage Tank (LUST) cases within the Project Site or the Offsite Improvements Area. Therefore, the excavation and transport of soils

are not anticipated release known hazardous materials. Further, should any potentially hazardous materials be discovered during Project construction, the transport, removal, and disposal of potentially hazardous materials would be conducted by a permitted and licensed service provider consistent with federal, state, and local requirements including the EPA, the California DTSC, the California Occupational Safety and Health Administration (Cal/OSHA), Caltrans, the Resource Conservation and Recovery Act, and the Manteca Fire Department (MFD). Therefore, construction of the Project would not create a significant hazard to the public or environment involving the release of hazardous materials and impacts would be less than significant.

Operations

Operation of the expanded ED would transport and utilize hazardous materials associated with emergency medical care and there is a potential for the release of these hazardous materials. However, the Kaiser Permanente facility currently transports hazardous materials in and out of the medical facility daily as part of regular operations. Thus, the addition of hazardous materials that would be transported as part of Project operations would not significantly alter the existing transportation and handling of hazardous materials. The ED expansion, just as the existing medical facility currently does, would adhere to all applicable federal, state, and local rules and regulations regarding hazardous materials. Further, though the roads improved by the Offsite Improvements may be used for transportation of hazardous materials generated by operation of the Project, the operation of Offsite Improvements themselves do not require the use of hazardous materials that may be released as a result of upset or accident conditions. Therefore, Project impacts related to operations would not create a significant hazard to the public or environment involving the release of hazardous materials and impacts would be less than significant.

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

No Impact. There are no schools within 0.25 miles of the Project Site. Even if a school was within 0.25-mile radius of the Project Site, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. The nearest school is Sierra High School, approximately 0.3 miles south of the Project boundary as measured from the closest Project Site boundary to the school site boundary. Because the Project Site is beyond the 0.25 mile radius of a school, the Project would have no impact.

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

Less than Significant Impact. There are no documented sites compiled pursuant to Government Code Section 65962.5 within the Project Site or the Offsite Improvements Area. (State Water Resources Control Board, 2024a). The nearest listed hazardous materials sites pursuant to Government Code Section 65962.5 are located on what is now the Werner Enterprises Drop Yard, are not located within the Project Site and are approximately 340 feet west of the Project Site as measured from the closest Project Site boundary to the hazardous materials site boundary.

Therefore, the Project is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and impacts would be less than significant.

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

No Impact. There are no public airports or public use airports within 2 miles of the Project Site. The closest airports are Stockton Metropolitan Airport approximately 5.9 miles north, New Jerusalem Airport approximately 8.3 miles south, and Tracy Municipal Airport approximately 12.6 miles west, of the Project Site. Additionally, the Project Site does not fall within any airport land use plan boundaries. Therefore, there would be no impact associated with a safety hazard or excessive noise.

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

Less Than Significant Impact. In February 2022, the San Joaquin County Board of Supervisors adopted an Emergency Operations Plan (EOP). The EOP is the principal guide for mitigating emergencies and disasters, ensuring the protection of health, safety and property of the public, and aiding in recovery operations for the agencies and jurisdictions that lie within. It is intended to facilitate multiple-agency and multiple jurisdictional coordination, particularly among local, state, and federal agencies in emergency management, and establish a framework for an effective system of comprehensive emergency management (County of San Joaquin, 2022).

Emergency vehicle access must be maintained at all times throughout construction activities, in accordance with the County's standard construction specifications. Further, construction activities would not be permitted to impede emergency access to any local roadways or surrounding properties. All driveways and internal site access roads would be constructed to accommodate all emergency vehicles and personnel.

The Project does not include any actions that would impair or physically interfere with any of San Joaquin County's EOP. Future uses on the Project Site and Offsite Improvements Area will have access to the County resources that establish protocols for safe use, handling and transport of hazardous materials. Construction activities are not expected to result in any unknown significant road closures, traffic detours, or congestion that could hinder the emergency vehicle access or evacuation in the event of an emergency. The Project and Offsite Improvements are not anticipated to physically impede the existing emergency response plans, emergency vehicle access, or personnel access to the ED expansion facility. Additionally, Project and Offsite Improvements would be consistent with land use and zoning designations, the Project would not physically interfere with the EOP. As such, the Project and Offsite Improvements would have a less than significant impact associated with the impairment or interference with an adopted emergency response plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project Site and Offsite Improvements Area are not located within an area identified as having wildland fire potential. According to California Department of Forestry and Fire Protection (CALFIRE), the Project is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) (CALFIRE, 2024). Additionally, the Project is not located within the Wildland-Urban Interface (U.S. Forest Service, 2020). Therefore, the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires and there would be no impact.

Cumulative Impacts

The incremental effects of the Project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. The Project is also not within an area classified as a VHFHSZ. Therefore, the Project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Thus, the Project would not have cumulatively considerable contributions to cumulative hazards and hazardous materials impacts.

5.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		**X**		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?		**X**		
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?		**X**		
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		**X**		
iv) Impede or redirect flood flows?		**X**		
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			**X**	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			**X**	

REGULATORY SETTING

Water Quality

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. EPA and the State Water Resources Control Board have been developed to fulfill the requirements of this legislation. EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards, which for the Project area is the Central Valley Regional Water Quality Control Board (CVRWQCB).

Groundwater

The Sustainable Groundwater Management Act was enacted in 2014. This act requires the creation of local Groundwater Sustainability Agencies, each of which must prepare and adopt a Groundwater Sustainability Plan to ensure sustainable groundwater yields and prevent groundwater depletion in the agency's jurisdiction. In 2017, the City chose to join the Eastern San Joaquin Groundwater Joint Powers Authority (ESJGA), which is a Groundwater Sustainability Agency that covers most of the Eastern San Joaquin Groundwater Subbasin. The Authority adopted a Groundwater Sustainability Plan for the Subbasin and submitted it to the Department of Water Resources in January 2020. An amendment to the Groundwater Sustainability Plan for the Subbasin was adopted in November 2024.

The goal of the Groundwater Sustainability Plan is to achieve sustainable groundwater management of the Subbasin on a long-term average basis by increasing recharge and/or reducing groundwater pumping, while avoiding undesirable results such as degraded water quality and declining groundwater levels. The Subbasin will achieve sustainability by implementing water supply projects that either replace groundwater use or supplement groundwater supplies to attain the current estimated pumping offset and/or recharge need. A list of potential projects is included in the Groundwater Sustainability Plan, representing a variety of project types, including direct and in-lieu recharge, intra-basin water transfers, demand conservation, water recycling, and stormwater reuse (ESJGA 2024). The Groundwater Sustainability Plan does not set limits on groundwater use by participants, nor does it prescribe any actions participants must take, although it encourages the development of local water management plans.

Flooding

In 2007, the State of California approved SB 5 and a series of related Senate and Assembly bills intended to set new flood protection standards for urban areas in the Central Valley. This group of bills, referred to collectively in this document as "SB 5," establish the State standards for flood protection in these areas as protection from the 200-year frequency flood. Under SB 5, urban and urbanizing areas must be provided with 200-year flood protection no later than 2025. A map prepared as part of the City's General Plan update indicates the Project Site is outside the 200-year floodplain (City of Manteca 2017).

ENVIRONMENTAL IMPACTS

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant with Mitigation Incorporated.

Construction

The Project Site and Offsite Improvements are located within the San Joaquin Valley Groundwater Basin and Eastern San Joaquin subbasin. After grading and prior to completion of Project construction, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect surface or groundwater water quality. The SWRCB regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. In addition, the SWRCB oversees surface and groundwater. The City's NPDES permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires that subject projects file a Notice of Intent with the CVRWQCB to obtain a General Permit and develop a site-specific SWPPP. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts, and non-point source pollution impacts of the development project. BMPs include, but are not limited to, tracking controls, perimeter sediment controls, drain inlet protection, wind erosion/dust controls, and waste management control.

As the Project would include land disturbance of one or more acres of land, construction would be required to adhere to MM HYD-1, to ensure ground disturbing activities would be compliant with applicable water quality standards and waste discharge requirements, and would further prevent the degradation of surface or groundwater quality. With compliance with applicable regulations and implementation of MM HYD-1, the Project would have a less than significant impact with mitigation related to water quality and waste discharge requirements during construction.

Operation

Development of the Project would result in the creation of new impervious surface areas throughout the Project Site and Offsite Improvements Area. With the increase of impervious surfaces, stormwater runoff can increase and negatively impact surface and groundwater water quality. However, the Project would construct on-site stormwater treatment facilities in the form of five bioretention areas to accommodate on-site stormwater infiltration within the Site Development Area. Therefore, Project operations would not violate water quality standards or waste discharge requirements and would not substantially degrade water quality. Thus, impacts would be less than significant.

Mitigation Measure

MM HYD-1: Prior to the issuance of grading or building permits for each proposed activity within the Master Plan area, the project applicant shall prepare and submit a SWPPP to the City of Manteca for approval that identifies specific actions and 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 on-site open drainages during construction of the Project.
- No disturbed surfaces shall be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained on-site 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.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

and

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact.

The Project Site and Offsite Improvements are within the San Joaquin Valley Groundwater Basin and Eastern San Joaquin sub basin. The Department of Water Resources has classified the Eastern San Joaquin County Groundwater Basin (ESJCGB) as a basin in a critical condition of overdraft. Groundwater overdraft in the ESJCGB and the City's groundwater withdrawal rate is of concern to the City as this poses a long-term risk to the reliability of the groundwater supply. According to the City's Urban Water Management Plan (UWMP), in order to reduce dependence on groundwater and ensure sustainable yields, the City's goal is to achieve a 53 percent to 47 percent annual balance of surface water to groundwater, respectively. The combined use of surface water and groundwater by the City is intended to reduce the groundwater withdrawal to the established sustainable yield of 0.94 acre-foot per year per acre (AFY/ac). The resulting reduction in groundwater withdrawal has stabilized groundwater levels in the Manteca area. As buildout of the General Plan continues over time, groundwater pumped would remain limited to the safe yield of 0.94 AFY/ac and projected future water demands would be met by a combination of groundwater, imported water, and recycled water (City of Manteca, 2023a).

The Project would generate an increase in water demand. However, such demand would be met through a combination of the aforementioned water sources. The City of Manteca's water service area coincides with current City limits, and includes residential, commercial, industrial, institutional/governmental, landscape, and fire service connections (City of Manteca, 2023a). The City's water demand projection from 2025 through 2045, shown within the UWMP, are based on land use projections and the buildout of the 2022 Revised Draft General Plan Update. The Project would be within the 'Commercial" water use sector, which includes water uses for public and institutional land uses, such as uses associated with the Kaiser Permanente facility and the associated ED expansion. Development of the Project Site would not result in an increase in groundwater pumping because the Project is consistent with the Commercial land uses evaluated in the water use projections of the City's General Plan and UWMP. Build out of the Project would not require the City to pump additional groundwater to meet water demand.

The Project would construct approximately 104,247 sf of impervious development within the Site Development Area. This increase in impervious pavement has the potential to interfere with groundwater recharge and overall decrease groundwater supplies. However, the Project would also construct approximately 31, 362 sf of pervious pavement, and approximately 3,496 sf of bioretention areas within the Site Development Area. Impervious surfaces would consist primarily

of the ED expansion building and the constructed parking lots. Impervious surfaces would be designed to direct stormwater runoff towards pervious paving and bioretention facilities which are located along the frontage of the Site Development Area, and throughout the constructed parking lots. Therefore, the Project would not substantially interfere with groundwater recharge. Additionally, Offsite Improvements would occur in within City limits, where anticipated construction within is analyzed and anticipated within the UWMP. Thus, construction and operation of Offsite Improvements would not exceed the demand assumed for the Offsite Improvements Area by the UWMP.

Given that the Project and Offsite Improvements are consistent with the General Plan PQP land use designation and groundwater use associated with development of the Project has been anticipated by the City and accounted for in regional planning efforts, including the projections included in the City's UWMP, the Project and Offsite Improvements would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Therefore, the Project would not conflict with a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

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

Less Than Significant with Mitigation Incorporated.

Construction

Construction activities that would disturb more than an acre of land area are required to obtain a NPDES Construction General Permit, which would require preparation of a SWPPP that includes construction BMPs to control soil erosion, runoff, and waste discharges, including methods to clean up contaminants if they are released. The Project SWPPP would implement temporary erosion control measures for disturbed areas, specific measures to protect on-site open drainages during construction, and additional BMPs described in MM HYD-1. In addition, the Project would comply with any federal, state, or local water quality standards or waste discharge requirements. Compliance with applicable regulations and implementation of the SWPPP would reduce potential drainage pattern impacts from construction activities to less than significant.

Operation

The infiltration and runoff patterns on the Project Site would be altered by Project development. The construction of buildings, sidewalks, roads, and parking lots introduces impervious materials to the landscape. As impervious surfaces are added, the natural infiltration process is reduced. As a result, the volume and rate of storm water runoff increases. The increased volumes and rates of storm water runoff can result in flooding if adequate storm drainage facilities are not provided. While the Project is anticipated to construct approximately 104,247 sf of impervious development within the Site Development Area, the Project would also construct approximately 31, 362 sf of pervious pavement, and approximately 3,496 sf of bioretention areas within the Site Development Area. Further, Project landscaping would consist of bioretention vegetation that would stabilize soils and further prevent erosion. Stormwater treatment mechanisms and landscaping would prevent substantial alteration from the existing drainage pattern as it relates to erosion, increased surface runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff during Project operations. Thus, Project operation impacts would be less than significant.

Implementation of MM HYD-1 would ensure that Project construction would not substantially alter the existing drainage pattern of the site or area in a manner which would result in erosion, siltation, or flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff during construction and operation of the Project. Thus, impacts would be less than significant with mitigation incorporated.

iv) Impede or redirect flood flows?

Less than Significant with Mitigation Incorporated. The Project falls within Federal Emergency Management Agency (FEMA)'s National Flood Hazard Flood Insurance Rate Map (FIRM) Panel 06077C0640F, Zone X Area designated as a 0.2% annual chance flood hazard zone (FEMA, 2024). According to FEMA, Zone X is the area determined to be outside the 500-year flood and protected by a levee from a 100-year flood (FEMA, 2023). This means that in the unlikely case of levee overtopping or failure, future developments downstream could experience an increase in flood discharges and potentially flood hazards. With the Project located within a developed area with reduced flood risk due to a levee, the Project would not substantially alter the existing drainage pattern of the site or area in a manner which would impede or redirect flood flows. Thus, impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The Project Site and the Offsite Improvements are located within a known flood hazard area, however, they are protected by a levee. The Project is located approximately 69 miles inland from the Pacific Ocean. As such, the potential to be inundated by a tsunami is negligible. There are no large bodies of water nearby and the Project and the Project is located within a seiche zone. No steep slopes are located in the Project vicinity; therefore, the risk

of mudflow is also negligible. Therefore, no risks associated with the release of pollutants as a result of inundation have been identified and potential impacts would be less than significant.

Cumulative Impacts

The potential impacts related to hydrology and storm water runoff are typically site specific. BMPs are implemented at the Project level. The analysis above determined that the implementation of the Project and Offsite Improvements would not result in significant impacts. In regard to Project and Offsite Improvements impacts that would be considered less than significant, such impacts are not expected to result in compounded or increased impacts when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects, as other projects would be subject to similar laws and requirements regarding hydrology practices.

Projects would be required to adhere to applicable General Plan goals, policies, and action statements; the City of Manteca's Municipal Zoning Code; the City's Standard Conditions of Approval; and the City's stormwater management guidelines regarding stormwater runoff and infrastructure. In addition, other projects would be required to implement stormwater pollution best management practices during construction and design measures to reduce water quality impacts and comply with the NPDES Municipal Regional Permit. Future developments in the watershed would also be required to comply with the SWRCB requirements. Depending on the size of future projects, they would be required to obtain and comply with all required water quality permits and the Water Quality Control Plan, as needed and prepare and implement SWPPPs, implement construction BMPs, including BMPs to minimize runoff, erosion, and storm water pollution, comply with other applicable requirements. As part of these requirements, projects would be required to implement and maintain source controls, and treatment measures to minimize polluted discharge and prevent increases in runoff flows that could substantially decrease water quality. Conformance to these measures would minimize runoff from those sites and reduce contamination of runoff with pollutants. Therefore, related projects are not expected to cause substantial increases in storm water pollution. Furthermore, the Project would comply with state and local mandates. Thus, the Project would not have cumulatively considerable contributions to cumulative hydrologic and water quality impacts.

5.11 LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				**X**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			**X**	

a) Physically divide an established community?

No Impact. An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The Project Site contains an existing medical campus with pathways connecting medical facilities and vacant land located in the Northern Portion of the Project Site. There are no existing residential uses on the Project Site. A majority of the parcels adjacent to the Project Site are vacant. The nearest residential community is approximately 480 feet south of the Project Site. The Project proposes an ED expansion to an existing hospital facility. The construction of the Project would not physically divide an established community. Offsite Improvements would include the expansion of St. Dominics Drive and Center Street. These are collector roads. Both roads would be extended along vacant portions of land without residential development. Moreover, these expansions would increase accessibility within the Project area and provide connections for the future development of 420 apartment units to the east[19], and 64 apartment units to the west of the Project Site[20]. Given the Project's nature, scope, and location, the Project would not physically divide an established community. Thus, there would be no impact in this regard.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The Project Site contains an existing hospital and medical campus, and vacant land in the Northern Portion of the Project Site. The Project Site is zoned PQP and Mixed-Use Commercial and has General Plan land use designations of PQP, BP, and CMU. APNs 200-180-16, -17, 18, -34, -37, -39, -40, -41, -42, -43, and -44 are zoned and designated PQP; APN 200-180-35 is zoned PQP and designated BP; and APNs 200-140-29, -30, and -31 are zoned Mixed-Use Commercial and has a designated land use of CMU. The Site Development Area is zoned and designated PQP. The Northern Portion of the Project Site is zoned Mixed-Use Commercial and has

19 Prose Manteca Apartments Project: SPA-22-014, SCH #: 2002042088
20 Yosemite Apartments Project: SPA-21-165, SCH #: 2022120184

a designated land use of CMU. The Project would be consistent with the applicable land use plan and the General Plan. See **Figure 2-3: City of Manteca General Plan Land Use Map** and **Figure 2-4: City of Manteca Zoning Map** for the existing land use designations and zoning districts for the Project Site and adjacent properties.

Table 17.20.020-1 of the City's Municipal Code states that the PQP zoning district provides for quasi-public uses, such as hospitals and religious institutions. However, medical uses require either a Conditional Use Permit or a Minor Use Permit in the PQP zoning district according to Table 17.22.020-1 of the Municipal Code, as revised by Ordinance 2025-13. Project development would occur on parcels with a land use designation of PQP. Thus, the Project would apply for a Conditional Use Permit. Further, the General Plan includes Policies LU-5.3 and LU-8.4, which encourages the expansion of the Kaiser Permanente facility. As such, the Project would be consistent with the goals and policies of the General Plan. With zoning district and land use policy consistency, the Project would result in a less than significant impact related to conflict with existing plans and policies.

Cumulative Impacts

The Project would not divide an existing community. With a Conditional Use Permit, the Project would be consistent with the applicable General Plan land use designations and zoning. Project impacts with regard to land use and planning are less than significant. Thus, the Project would not have cumulatively considerable contributions to cumulative land use and planning impacts.

5.12 MINERAL RESOURCES

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

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

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

Less than Significant Impact. The CGS identifies areas that contain or that could contain significant mineral resources so as to provide context for local agency land use decisions and to protect availability of known mineral resources. Classifications ranging from MRZ-1 to MRZ-4 are based on knowledge of a resource's presence and the quality of the resource. No mineral extraction operations are known to exist in or adjacent to the Project Site. The Project Site is mapped as being located within Mineral Resource Zone 3 (MRZ-3), as delineated by the Mineral Resources and Mineral Hazards Mapping Program (MRMHMP) (California Department of Conservation, 2012). MRZ-3 is defined by the MRMHMP as being in areas that contain mineral deposits, however the significance of the deposit is undetermined. Additionally, the majority of the area designated as MRZ-3 runs through the center of the City of Manteca and is currently developed and is no longer available for mining (City of Manteca, 2022a). Therefore, the Project would not result in the loss of an available known mineral resources nor result in the loss of availability of a regional, state or locally-important mineral resource as delineated in a local General Plan, specific plan, or other land use plan. Thus, the Project would have no impact on adversely affecting mineral resources.

Cumulative Impacts

Implementation of the Project would not create a significant cumulative impact to the surrounding region as there is no loss of a known mineral resource on the Project Site or significant mineral deposits present on the Project Site and Offsite Improvements Area. Thus, the Project would not have cumulatively considerable contributions to cumulative mineral resource impacts.

5.13 NOISE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**	
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			**X**	

REGULATORY SETTING

State

Title 24 – Building Code

The state's noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

City of Manteca General Plan

The Manteca General Plan identifies goals, policies, and implementations in the Noise Element. The Noise Element provides a basis for comprehensive local programs to regulate environmental noise and protect

citizens from excessive exposure. *Table 5.13-1: Maximum Allowable Noise Exposure from Mobile Noise Sources* lists land uses and associated maximum allowable mobile noise in outdoor activity areas and indoor spaces. Additionally, *Table 5.13-2: Performance Standards for Stationary Noise Sources or Project Affected by Stationary Noise Sources* lists daytime and nighttime noise level standards for stationary noise sources.

Table 5.13-1: Maximum Allowable Noise Exposure from Mobile Noise Sources

Land Use[1]	Outdoor Activity Areas[2,3]	Interior Spaces	
		L_{dn}/CNEL, dBA	L_{eq}, dBA[4]
Residential	60	45	-
Motels/Hotels	65	45	-
Mixed-Use	65	45	
Hospitals, Nursing Homes	60	45	-
Theatres, Auditoriums	-	-	35
Churches	60	-	40
Office Buildings	65	-	45
Schools, Libraries, Museums	70	-	45
Playgrounds, Neighborhood parks	70	-	-
Industrial	75	-	45
Golf Courses, Water Recreation	70	-	-

1. Where a proposed use is not specifically listed on the table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the City.
2. Outdoor activity areas for residential development are considered to be the back yard patios or decks of single-family units and the common areas where people generally congregate for multi-family developments. Where common outdoor activity areas for multi-family developments comply with the outdoor noise level standard, the standard will not be applied at patios or decks of individual units provided noise-reducing measures are incorporated (e.g., orientation of patio/deck, screening of patio with masonry or other noise-attenuating material). Outdoor activity areas for non-residential developments are the common areas where people generally congregate, including pedestrian plazas, seating areas, and outside lunch facilities; not all residential developments include outdoor activity areas.
3. In areas where it is not possible to reduce exterior noise levels to achieve the outdoor activity area standard with using a practical application of the best noise-reduction technology, an increase of up to 5 L_{dn} over the standard will be allowed provided that available exterior noise reduction measures have been implemented and interior noise levels are in compliance with this table.
4. Determined for a typical worst-case hour during periods of use.

Source: City of Manteca General Plan Safety Element Table S-1: Maximum Allowable Noise Exposure from Mobile Noise Sources, 2024.

Table 5.13-2: Performance Standards for Stationary Noise Sources or Project Affected by Stationary Noise Sources

Noise Level Descriptor[1,2,3,4]	Daytime	Nighttime
	7 AM to 10 PM	10 PM to 7 AM
Hourly L_{eq}, dBA	55	45

1. Each of the noise levels specified above should be lowered by 5 dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered to be particularly annoying and are a primary source of noise complaints.
2. No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.
3. Stationary noise sources which are typically of concern include, but are not limited to, the following:
HVAC Systems, Cooling Towers/Evaporative Condensers, Pump Stations, Lift Stations, Emergency Generators, Boilers, Steam Valves, Steam Turbines, Generators, Fans, Air Compressors, Heavy Equipment, Conveyor Systems, Transformers, Pile Drivers, Grinders, Drill Rigs, Gas or Diesel Motors, Welders, Cutting Equipment, Outdoor Speakers, Blowers
4. The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities, pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

Source: City of Manteca General Plan Safety Element Table S-2: Performance Standards for Stationary Noise Sources or Project Affected by Stationary Noise Sources, 2024.

The Manteca General Plan Safety Element includes the following goal for noise:

Goal S-6: Protect the quality of life by protecting the community from harmful and excessive noise.

The Manteca General Plan Update Safety Element includes the following policies for noise:

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

Policy S-6.3: Areas within Manteca exposed to existing or projected exterior noise levels from mobile noise sources exceeding the performance standards in Table S-1 (*Table 5.13-1*) shall be designated as noise-impacted areas.

Policy S-6.4: Require residential and other noise-sensitive development projects to satisfy the noise level criteria in Table S-1 (*Table 5.13-1*) and Table S-2 (*Table 5.13-2*).

Policy S-6.5: Require new stationary noise sources proposed adjacent to noise sensitive uses to incorporate noise-attenuating measures so as to not exceed the noise level performance standards in Table S-2 (*Table 5.13-2*), or a substantial increase in noise levels established through a detailed ambient noise survey.

Policy S-6.6: Regulate construction-related noise to reduce impacts on adjacent uses to the criteria identified in Table S-2 (*Table 5.13-2*) or, if the criteria in Table S-2 (*Table 5.13-2*) cannot be met, to the maximum level feasible using best management practices and complying with the Manteca Municipal Code (MMC) Chapter 9.52.

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

- Be the responsibility of the applicant.
- Be prepared by a qualified acoustical consultant experienced in the fields of environmental noise assessment and architectural acoustics.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.
- Estimate existing and projected (20 years) noise levels in terms of the standards of Table S-1 (*Table 5.13-1*) and Table S-2 (*Table 5.13-2*) and compare those levels to the adopted policies of the Noise Element.
- Recommend appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.
- Estimate noise exposure after the prescribed mitigation measures have been implemented.
- If necessary, describe a post-project assessment program to monitor the effectiveness of the proposed mitigation measures.

Policy S-6.8: Apply Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with noise performance levels of Table S-1 (*Table 5.13-1*) and Table S-2 (*Table 5.13-2*).

Policy S-6.15: Recognizing that existing noise-sensitive uses may be exposed to increase noise levels due to circulation improvement projects associated with development under the General Plan and that it may not be feasible to reduce increased traffic noise levels to the criteria identified in Table S-1 (*Table 5.13-1*), the following criteria may be used to determine the significance of noise impacts associated with circulation improvement projects:

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

noise levels due to roadway improvement projects will be considered significant.

The Manteca General Plan Update Safety Element includes the following implementation strategies for noise:

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

- Noise sensitive land uses are proposed in areas exposed to existing or projected noise levels exceeding the levels specified in Table S-1 (*Table 5.13-1*) or Table S-2 (*Table 5.13-2*).
- Proposed transportation projects are likely to produce noise levels exceeding the levels specified in Table S-1 (*Table 5.13-1*) or Table S-2 (*Table 5.13-2*) at existing or planned noise sensitive uses.

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

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

- Restrict construction activities to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays. No construction shall be permitted outside of these hours or on Sundays or federal holidays, without a specific exemption issued by the City. No exemption shall be issued for construction within 200 feet of residential uses.
- A Construction Noise Management Plan shall be submitted by the applicant for construction projects, when determined necessary by the City. The Construction Noise Management Plan shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, methods for assisting in noise reduction measures, and shall establish allowed truck routes to access the site that minimize exposure of residential areas to heavy truck traffic.
- Noise reduction measures may include, but are not limited to, the following:
    - Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) wherever feasible

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

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

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

- For non-transportation noise, a 5 dB increase in noise will be considered substantial.
- For construction noise, an increase in 12 dBA in noise will be considered substantial.

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

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

City of Manteca Municipal Code

According to MMC, Section 17.58.050, Noise Standards, construction activities that create a noise disturbance across a residential property line daily between the hours of 7:00 p.m. and 7:00 a.m. are prohibited, except for emergency work of public service utilities. The Municipal Code does not establish quantitative noise limits for construction activities in the City. *Table 5.13-3: Maximum Permissible Sound Pressure Levels* shows the City of Manteca standards for maximum noise level at the property line or in the M-1 and M-2 districts, at a point 500 feet from exterior wall of the use or at the property line of the use, whichever is less.

Table 5.13-3: Maximum Permissible Sound Pressure Levels

Receiving Land Use Category	Time Period	Maximum Allowable Noise Levels (L_{dn}/CNEL, dB)
Single-Family and Limited Multiple-Family	10 pm – 7 am	50
	7 am – 10 pm	60
Multiple-Family, Public Institution, and Neighborhood Commercial	10 pm – 7 am	55
	7 am – 10 pm	60
Medium and Heavy Commercial	10 pm – 7 am	60
	7 am – 10 pm	65
Light Industrial	Anytime	70
Heavy Industrial	Anytime	75
Source: City of Manteca Municipal Code, Table 17.58.050-1		

Section 17.58.050.D states that construction activities are exempt from Section 17.58.050, when conducted as part of an approved Building Permit. Subsection 17.58.050(E)(1) states that operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work daily between the hours of 7:00 p.m. and 7:00 a.m., so that the sound creates a noise disturbance across a residential property line, except for emergency work of public service utilities is prohibited. Further, Section 9.52.040 K states that the use or operation of any construction equipment by residential receptors between the hours of 8:00 p.m. and 7:00 a.m. and is sufficiently loud as to be plainly audible at the property line of the property from which the sound is emanating is prohibited and violates Section 9.52.040 (Ord. 1374 § 1, 2007).

Additionally, Section 17.58.050.D states that sound for the purpose of alerting persons to an emergency or for the performance of emergency work is exempt from the noise limitations. Further, noise from emergency generators in any zoning district for the restoration of electrical service is exempt from the noise limits listed in *Table 5.13-3*. This exemption is only applicable for emergency generators enclosed within a sound absorbing encasement which limits the noise at or below 76 dBA at 23 feet (or 7 meters). Stationary emergency generators operating in all districts may be operated for testing purposes one time for a period not to exceed thirty minutes in any seven-day period. Testing of stationary emergency generators in all districts is permitted between the hours of 11:00 a.m. through 8:00 p.m. Monday through Saturday.

Section 17.58.070 restricts vibration levels at the property line or in the M-1 and M-2 districts, at a point 500 feet from exterior wall of the use or at the property line of the use, whichever is less, to 0.002 peak up to 50 cycles per second (CPS) frequency. Vibrations higher than 50 CPS frequency are restricted to 0.001 grams. Single impulse periodic vibrations occurring at an interval greater than five minutes shall not induce accelerations exceeding 0.01 grams. Section 17.58.070.D exempts vibration generated by temporary construction/demolition and vehicles that leave the subject parcel from the standards described above.

EXISTING CONDITIONS

Existing Noise Sources

The City of Manteca is impacted by various noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in the City. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise.

Noise Measurements

To determine ambient noise levels in the Project area, four short-term (10-minute) noise measurements and one long-term (24-hour) noise measurement were taken using a Larson Davis SoundExpert LxT Type I integrating sound level meter on December 3, 2024, and December 4, 2024; refer to Appendix E: Noise Data and Calculations for existing noise measurement data.

As shown in *Table 5.13-4: Noise Measurements* and **Figure 5-4: Noise Measurement Locations**, short-term measurement 1 (ST-1) was taken to represent the ambient noise level to the west of the Project Site at the nearby residential receptor, ST-2 was taken to represent on-site noise by St. Dominics Drive, ST-3 was taken to represent residential receptors to the south along Tuscany Drive, and ST-4 was taken to represent existing noise levels at the commercial and residential uses to the east Project Site by Trevino Avenue. LT-1 was taken at the southern end of St, Dominics Drive to represent 24-hour noise levels in the surrounding area. The primary noise source during the noise measurements was traffic on W. Yosemite Avenue and St. Dominics Drive, and on-site noise including parking lot noise. *Table 5.13-4* provides the ambient noise levels measured at these locations and shows the specific locations.

Table 5.13-4: Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	L_{dn} (dBA)	Time	Date
ST-1	Residence west of the Project Site	73.9	53.8	82.0	-	10:55 a.m.	12/3/2024
ST-2	Along St. Dominics Drive	58.5	48.5	77.2	-	11:15 a.m.	12/3/2024
ST-3	Along Tuscany Drive	48.1	38.4	67.3	-	11:34 a.m.	12/3/2024
ST-4	Commercial receptors east along Trevino Avenue	54.0	43.8	63.6	-	11:51 a.m.	12/3/2024
LT-1	South end of St. Dominics Drive	59.2	42.9	83.7	65.3	12:53 p.m.	12/3/2024-12/4/2024
Source: Noise Measurements taken by Kimley-Horn on December 3rd and December 4th in 2024, see Appendix E.							

Existing Mobile Noise

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the Project Traffic Analysis (Appendix F). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along roadway segments in proximity to the Project Site is included in *Table 5.13-5: Existing Traffic Noise for W. Yosemite Avenue*.

Table 5.13-5: Existing Traffic Noise for W. Yosemite Avenue

Roadway Segment	ADT	dBA L_{dn}[1]
West of Fishback Road	14,400	64.2
Between Fishback Road & St. Dominics Drive	15,600	64.6
Between St. Dominics Drive & Winters Drive	15,200	64.5
East of Winters Drive	16,400	62.4
ADT = average daily trips; dBA = A-weighted decibels; Ldn= day-night noise levels 1.Traffic noise levels are at 100 feet from the roadway centerline.		
Source: Based on traffic data provided by Kimley-Horn, 2025. Refer to Appendix E for traffic noise modeling assumptions and results.		

Existing Stationary Noise

The primary sources of stationary noise in the Project vicinity are those associated with the operations of the existing hospital, nearby residential uses to the west, south, and east of the site, and commercial uses and medical offices to the south, southeast, and east the Project Site. Additionally, the existing helicopter pad is being removed therefore no helicopter trips to the hospital are anticipated. The noise associated with these sources may represent a single-event noise occurrence, short-term noise, or long-term/continuous noise.

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The surrounding land uses are predominantly residential and commercial, with one residence located adjacent to the west and others further away to the south, southwest, southeast, east, and northeast. As shown in *Table 5.13-6: Sensitive Receptors* sensitive receptors near the Project Site include single-family and multi-family residences. These distances are from the Project Site to the sensitive receptor property line.

Table 5.13-6: Sensitive Receptors

Receptor Description	Distance and Direction from the Project Site[1]
Single-family residential along W. Yosemite Avenue	Adjacent to the west
Single-family residential along Tuscany Drive	480 feet south
Single-family residential along Castillo Way	680 feet southwest
Single-family residential along Marino Way	800 feet southeast
Multi-family residential along Trevino Avenue	880 feet east
1.Distance measured from the property line of the Project Site to the nearest receptor property line.	
Source: Google Earth, 2024.	

ENVIRONMENTAL IMPACTS

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g. land clearing, grading, excavation, paving). Noise generated by construction

equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur adjacent to the nearest sensitive receptor to the west. However, construction activities would occur throughout the Project Site and would not be concentrated at a single point near sensitive receptors. Noise levels typically attenuate (or drop off) at a rate of 6 dB per doubling of distance from point sources, such as industrial machinery. During construction, exterior noise levels could affect the residential neighborhoods near the construction site.

Construction activities associated with development of the Project would include demolition, site preparation, grading, paving, building construction, and architectural coating. Such activities may require concrete saws, excavators, and dozers during demolition; dozers and tractors during site preparation; excavators, graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Grading and excavation phases of project construction tend to be the shortest in duration and create the highest construction noise levels due to the operation of heavy equipment required to complete these activities. It should be noted that only a limited amount of equipment can operate near a given location at a particular time. Equipment typically used during this stage includes heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, and scrapers. Operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Other primary sources of noise would be shorter-duration incidents, such as dropping large pieces of equipment or the hydraulic movement of machinery lifts, which would last less than one minute. According to the applicant, no pile-driving would be required during construction and the Project would comply with Section 17.58.050(E) of the City's Municipal Code which limits allowable construction hours between 7:00 a.m. and 7:00 p.m. In addition, activities such as concrete pours may require nighttime work on an as-needed basis and as approved by the Building Official.

Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in *Table 5.13-7: Typical Construction Noise Levels.*

Table 5.13-7: Typical Construction Noise Levels

Equipment	Maximum Noise Level (dBA) from Source[1] 50 feet (reference level)
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83

Equipment	Maximum Noise Level (dBA) from Source[1] 50 feet (reference level)
Dozer	85
Generator	56
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Truck	84
1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$ Where: $QWdBA_2$ = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance.	
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.	

The Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) was used to calculate noise levels during construction activities (refer to Appendix E). RCNM is a computer program used to assess construction noise impacts and allows for user-defined construction equipment and user-defined noise limit criteria. Noise levels were calculated for each construction phase and are based on the equipment used, distance to the nearest property/receptor, and acoustical use factor for equipment.

The noise levels calculated in *Table 5.13-8: Project Construction Noise Levels*, show estimated exterior construction noise at the closest receptors to the southeast and east of the Project Site. Based on calculations using the RCNM model, construction noise levels would range from approximately 50.2 dBA L_{eq} to 77.7 dBA L_{eq} at the nearest receptors.

Implementation S-6d of the Manteca General Plan determines that a 12 dBA increase in noise from the existing ambient noise level would be considered substantial. The exterior noise level of sensitive receptors calculated using the RCNM model is combined with the ambient exterior noise measured using the dBA L_{eq} values of the closest noise measurement locations. If the difference of the combined noise level and exterior noise level exceeds a 12 dBA increase, the ambient noise during construction activities would have a significant impact related to creation of a substantial temporary or periodic increase in ambient noise levels in the Project vicinity. However, as shown in *Table 5.13-8*, Project construction noise levels do not exceed an increase of 12 dBA in noise at the closest sensitive receptors, and therefore, a less than significant impact would occur.

Table 5.13-8: Project Construction Noise Levels

Construction Phase	Receptor Location			Ambient Noise at Receptor (dBA L_{eq})	Modeled Exterior Noise Level (dBA L_{eq}) [2]	Combined Noise at Receptor (dBA L_{eq})	Noise Level Increase (dBA L_{eq}) [3]	Threshold Exceeded
	Land Use	Direction	Distance (feet) [1]					
Demolition	Residence	West	200	73.9	74.4	77.2	3.3	No
	Medical Office	East	440	58.5	67.6	68.1	9.6	No
	Commercial	South	170	73.9	75.8	78.0	4.1	No
Site Preparation	Residence	West	200	73.9	75.6	77.8	3.9	No
	Medical Office	East	440	58.5	68.7	69.1	10.6	No
	Commercial	South	170	73.9	77.0	78.7	4.8	No
Grading	Residence	West	200	73.9	76.3	78.3	4.4	No
	Medical Office	East	440	58.5	69.4	69.7	11.2	No
	Commercial	South	170	73.9	77.7	79.2	5.3	No
Building Construction	Residence	West	200	73.9	75.7	77.9	4.0	No
	Medical Office	East	440	58.5	68.8	69.2	10.7	No
	Commercial	South	170	73.9	77.1	78.8	4.9	No
Paving	Residence	West	200	73.9	76.2	78.2	4.3	No
	Medical Office	East	440	58.5	69.4	69.7	11.2	No
	Commercial	South	170	73.9	77.6	79.1	5.2	No
Architectural Coating	Residence	West	200	73.9	61.7	74.2	0.3	No
	Medical Office	East	440	58.5	54.8	60.0	1.5	No
	Commercial	South	170	73.9	63.1	74.2	0.3	No
Paving (Road)	Residence	West	900	73.9	63.2	74.3	0.4	No
	Medical office	East	440	58.5	69.4	69.7	11.2	No
	Commercial	South	170	73.9	77.6	79.1	5.2	No

[1] Distance is from the nearest receptor to the main construction activity area on the Project Site. Not all equipment would operate at the closest distance to the receptor.
[2] Modeled noise levels conservatively assume the simultaneous operation of all pieces of equipment.
[3] Implementation S-6d of the Manteca General Plan determines that a 12 dBA increase in noise from the existing ambient noise level would be considered substantial.

Construction Traffic Noise

Construction is estimated to be approximately 28 months. Construction noise may be generated by large trucks moving materials to and from the Project Site. Large trucks would be necessary to deliver building materials as well as remove dump materials. Excavation, cut, and fill would be required. Grading over the entire site would require 5,000 cubic yards of imported soil on site. Based on the CalEEMod default assumptions for this Project, the Project would generate the highest number of daily trips during the grading phase. The model estimates that the Project would generate 20 daily worker trips and 14 daily hauling trips during the grading phase.

In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to generate a 3-dBA increase.[21] Per the Project's existing traffic data (*Table 5.13-5*), average daily trips (ADT) on W. Yosemite Avenue is an average of 15,400 trips. A maximum of 34 daily Project construction trips (total of 20 daily worker trips and 14 daily hauling trips) would not double the existing traffic volume per day. Therefore, construction related traffic noise would not be noticeable and would not create a significant noise impact.

Operations

Implementation of the Project would create new sources of noise in the project vicinity. The major noise sources associated with the Project that would potentially impact existing and future nearby residences include the following:

- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Emergency Generator;
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Landscape maintenance activities.

The closest sensitive receptor is located adjacent to the west with more located 500 or more feet away. Policy S-6.5 of the City's General Plan establishes the noise level requirements as thresholds for stationary noise sources. *Table 5.13-2* limits hourly average noise levels from stationary sources to 55 dBA L_{eq} between the hours of 7:00 a.m. and 10:00 p.m. and to 45 dBA L_{eq} between the hours of 10:00 p.m. and 7:00 a.m. Additionally, the City's General Plan establishes an incremental noise standard based on the ambient noise collected at the nearest receptors. Furthermore, Section 17.58.050 of the City's Municipal Code limits exterior noise levels to 60 dBA L_{dn} between the hours of 7:00 a.m. and 10:00 p.m. and to 50 dBA L_{dn} between the hours of 10:00 p.m. and 7:00 a.m. at single-family residential land uses, 60 dBA L_{dn} between the hours of 7:00 a.m. and 10:00 p.m. and to 55 dBA L_{dn} between the hours of 10:00 p.m. and 7:00 a.m. at multi-family residential land uses, and 65 dBA L_{dn} between the hours of 7:00 a.m. and 10:00 p.m. and to 60 dBA L_{dn} between the hours of 10:00 p.m. and 7:00 a.m. at commercial land uses.

Stationary Noise Sources

Implementation of the Project would create new sources of noise in the Project vicinity from mechanical equipment, emergency generators, parking lot noise, and landscape maintenance. *Table 5.13-9: Operational Noise Levels*, shows the noise levels generated by various stationary noise sources and the resulting noise level at the nearest receiver. *Table 5.13-9* also shows the Project's compliance with the General Plan Policy S-6.5, and the Municipal Code. Each stationary source is discussed below.

[21] According to the California Department of Transportation, *Technical Noise Supplement to Traffic Noise Analysis Protocol* (September 2013), it takes a doubling of traffic to create a noticeable (i.e., 3 dBA) noise increase.

Mechanical Equipment

Mechanical Equipment. The Project would generate stationary-source noise from heating, ventilation, and air conditioning (HVAC) units, rooftop chillers, and a chiller water pump. HVAC units typically generate noise levels of approximately 52 dBA at 50 feet.[22] Chillers units would generate a noise level of approximately 69 dBA at 50 feet.[23] Pumps typically generate noise levels of 77 dBA at 50 feet.[24] There would be two HVAC units, two chillers, and a water pump situated on the roof of the expanded building. All the equipment would be surrounded by a screening wall in the center of the building. HVAC noise was modeled to run continuously, and the chillers and pump were modeled to operate 20 minutes every hour. The combined noise level of all the mechanical equipment would be approximately 73 dBA at 50 feet without accounting for the attenuation associated with the screening wall. The screening wall would provide an additional 10 dBA reduction to the mechanical equipment noise.[25] The nearest sensitive receptor is located approximately 450 feet away from the mechanical equipment enclosure. The rooftop mechanical equipment noise levels would attenuate to approximately 49.1 dBA at 450 feet with the additional attenuation of the screening wall. *Table 5.13-9* shows that rooftop mechanical equipment would not exceed the City's General Plan standards in Policy S-6.5, and Section 17.58.050 of the Municipal Code.

Transformer. A transformer would be installed west of the proposed building in the northeast corner of the west parking lot. Typically, a transformer unit generates a noise level of approximately 65 dBA at 50 feet.[26] The transformer would be surrounded by a screening wall which would provide an additional 10 dBA reduction. The nearest sensitive receptor is located approximately 220 feet away from the mechanical equipment enclosure. The transformer noise levels would attenuate to approximately 42.1 dBA at 220 feet with the additional attenuation provided by the screening wall. *Table 5.13-9* shows that the transformer would not exceed the City's General Plan standards in Policy S-6.5, and Section 17.58.050 of the Municipal Code.

Emergency Generator. The Project would include one emergency generator located in a generator yard along the west face of the proposed building. The generator yard would be surrounded by a masonry screening wall which would provide a 10 dBA reduction to the noise generated during emergency generator operation. Emergency generators would only operate during emergency situations where electrical service is not available or during mandatory annual testing and maintenance. The noise generated by the emergency generator would be exempt under Section 17.58.050 of the Municipal Code. Section 17.58.050 of the Municipal Code also requires emergency generators to be enclosed within a sound absorbing encasement and produce a noise level no greater than 76 dBA at 23 feet. The nearest sensitive receptor is 300 feet away from the proposed generator yard where the noise level would be attenuated to approximately 43.4 dBA accounting for the additional attenuation from the screening wall. *Table 5.13-9* shows that the generator

[22] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
[23] Johnson Controls, Sound Pressure, *Sound Power and Air-Cooled Chillers*, October 28, 2016.
[24] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.
[25] Federal Highway Administration, *Highway Traffic and Construction Noise - Problem and Response*, April 2006.
[26] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, 2015.

would not exceed the City's General Plan standards in Policy S-6.5, and Section 17.58.050 of the Municipal Code.

Parking Areas

Traffic associated with parking areas is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Parking lot noise can also be considered a "stationary" noise source. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA at 50 feet.[27] Conversations in parking areas may also be an annoyance to sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech. The location of parking activity on-site would not change from existing conditions and parking lot noise is anticipated to stay the same during Project operations. Therefore, parking noise would not result in a change of ambient noise in the surrounding area and impacts would be less than significant.

Landscape Maintenance Activities

Development and operation of the Project includes new landscaping that would require periodic maintenance. Noise generated by a gasoline-powered lawnmower is estimated to be approximately 70 dBA at a distance of five feet.[28] Maintenance activities would operate during daytime hours for brief periods of time as allowed by the City Municipal Code and would not permanently increase ambient noise levels in the Project vicinity and would be consistent with activities that currently occur at the surrounding uses. Similar to parking lot noise, landscape maintenance already occurs on-site and would not be a new source of stationary noise. Therefore, landscape maintenance would not result in a change of ambient noise in the surrounding area and impacts would be less than significant.

Table 5.13-9: Operational Noise Levels

Land Use	Distance (feet)[1]	Reference Level at 50 ft (dBA)	Section 17.58.050 of the Municipal Code			General Plan Policy S-6.5		
			Noise Level at Receiver (dBA)[5]	Exterior Noise Standard (L_{dn})[6]	Exceed Threshold	Noise Level at Receiver (dBA)[7]	Exterior Noise Standard (L_{eq})[7]	Exceed Threshold
Rooftop Mechanical Equipment[2]								
Residences (West)	450	73	44.3	50	No	44.3	45	No
Residences (South)	570		42.3		No	42.3		No
Commercial (South	190		51.8	60	No	51.8	NA	NA
Transformer[3]								
Residences (West)	220	65	42.1	50	No	42.1	45	No

[27] Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.
[28] U.S. EPA, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, 1971.

Land Use	Distance (feet)[1]	Reference Level at 50 ft (dBA)	Section 17.58.050 of the Municipal Code			General Plan Policy S-6.5		
			Noise Level at Receiver (dBA)[5]	Exterior Noise Standard (L_{dn})[6]	Exceed Threshold	Noise Level at Receiver (dBA)[7]	Exterior Noise Standard (L_{eq})[7]	Exceed Threshold
Residences (South)	620		33.1		No	33.1		No
Commercial (South	230		41.7	60	No	41.7	NA	NA
Emergency Generator[4]								
Residences (West)	300		43.4		No	43.4		No
Residences (South)	570	69	37.9	50	No	37.9	45	No
Commercial (South	175		48.1	60	No	48.1	NA	NA

1. The distance is from the location of the operational noise source to the sensitive receptor property line.
2. Rooftop Mechanical Equipment includes HVAC equipment, chillers, and a pump. HVAC noise was modeled to run continuously, and the chillers and pump were modeled to operate 20 minutes in every hour.
3. Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, 2015.
4. 17.58.050 of the Municipal Code also requires emergency generators to be enclosed within a sound absorbing encasement and produce a noise level no greater than 76 dBA at 23 feet.
5. Calculated with a 10 dBA reduction associated with the screening walls and using the inverse square law formula for sound attenuation: dBA2 = dBA1+20Log(d1/d2), where dBA2 = estimated noise level at receptor; dBA1 = reference noise level; d1 = reference distance; d2 = receptor location distance.
6. Table 17.58.050-1 of the City's Municipal Code limits hourly average noise levels to 60 dBA L_{eq} between the hours of 7:00 a.m. and 10:00 p.m. and to 50 dBA L_{eq} between the hours of 10:00 p.m. and 7:00 a.m. at single family residential land uses.
7. Policy S-6.6 of the City's General Plan establishes the noise level requirements as thresholds for stationary noise sources. Municipal Code Table 9-2 limits hourly average noise levels to 55 dBA L_{eq} between the hours of 7:00 a.m. and 10:00 p.m. and to 45 dBA L_{eq} between the hours of 10:00 p.m. and 7:00 a.m.

Combined Stationary Noise

General Plan Implementation Policy S-6d states that a substantial increase in noise would occur when non-transportation noise increases ambient noise by more than 5 dBA. Stationary noise would cause the highest increase at residences south along Tuscany Drive. Ambient noise levels were measured to be 48.1 dBA at these sensitive receptors and the ambient noise levels would increase to 49.5 dBA with the incorporation of the stationary sources nearby. Therefore, noise level would have the largest increase of 1.4 dBA at nearby sensitive receptors. The adjacent residential use already has an ambient noise measured of 73.9 dBA, therefore the additional stationary equipment would not have a perceptible change (3 dBA) or exceed the City's policy (5 dBA). Thus, the Project would be consistent with Implementation Policy S-6d and impacts would be less than significant.

Offsite-Traffic Noise

Implementation of the Project would generate increased traffic volumes along study roadway segments. The Project is expected to generate 291 net new daily trips, which would result in noise increases on Project area roadways. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable (Manteca General Plan, 2023). Generally, traffic volumes on Project area roadways would have to approximately double for the

resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

As shown in *Table 5.13-5*, the existing traffic-generated noise level on Project area roadways is between 62.4 dBA L_{dn} and 64.6 dBA L_{dn} at 100 feet from the centerline. As previously described, L_{dn} is 24-hour average noise level with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Traffic noise levels for roadways primarily affected by the Project were calculated using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for background conditions with and without the Project, based on traffic volumes (Appendix E). As noted in *Table 5.13-10: Background and Background Plus Project Traffic Noise*, Project noise levels 100 feet from the centerline would range from 62.6 dBA L_{dn} to 65.0 dBA L_{dn}. The Project would result in a decrease in noise levels along W. Yosemite Avenue due to the redirection of traffic onto the newly constructed Center Street. The Project would have the largest decrease of 0.4 dBA on W. Yosemite Avenue east of Winters Drive. The decreases are below the perceptible 3.0 dBA noise level increase. Therefore, the Project would not have a significant impact on existing traffic noise levels.

Table 5.13-10: Background and Background Plus Project Traffic Noise

Roadway Segment	Background		Background With Project		Project Change from Existing Conditions	Significant Impact?
	ADT	dBA L_{dn}[1]	ADT	dBA L_{dn}[1]		
W. Yosemite Avenue						
West of Fishback Road	16,600	64.8	15,900	64.7	-0.1	**No**
Between Fishback Road & St. Dominics Drive	17,700	65.1	17,400	65.0	-0.1	**No**
Between St. Dominics Drive & Winters Drive	17,400	65.0	15,900	64.7	-0.3	**No**
East of Winters Drive	18,700	63.0	17,200	62.6	-0.4	**No**
ADT = average daily trips; dBA = A-weighted decibels; Ldn= day-night noise levels 1.Traffic noise levels are at 100 feet from the roadway centerline.						
Source: Based on traffic data provided by Kimley-Horn, 2025. Refer to Appendix E for traffic noise modeling assumptions and results.						

In addition, the existing Kaiser Hospital in 2024 had an average of 383 ambulance trips per month and an annual projected total of 4,596. This number is not anticipated to change with the proposed Project. The existing Hospital has estimated six helicopter trips per year, which is also not anticipated to increase with the proposed Project. Therefore, operational noise impacts are less than significant and no mitigation is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction

Increases in groundborne vibration levels attributable to the Project would be primarily associated with construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on soil composition and underground geological layer between vibration source and receiver.

The FTA has published standard vibration velocities for construction equipment operations. In general, depending on the building category of the nearest buildings adjacent to the potential pile driving area, the potential construction vibration damage criteria vary. For example, for a building constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50-inch per second (in/sec) peak particle velocity (PPV) is considered safe and would not result in any construction vibration damage. However, for a non-engineered timber and masonry buildings a 0.20- in/sec PPV is used and buildings extremely susceptible to vibration damage 0.12-in/sec PPV is the appropriate threshold.

Table 5.13-11: Typical Construction Equipment Vibration Levels lists vibration levels at 25 feet, 50 feet, and 100 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in *Table 5.13-11*, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 5.13-11: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity At 25 feet (in/sec)	Peak Particle Velocity At 50 feet (in/sec)	Peak Particle Velocity At 100 feet (in/sec)
Large Bulldozer	0.089	0.032	0.011
Loaded Trucks	0.076	0.027	0.010
Rock Breaker	0.059	0.021	0.007
Jackhammer	0.035	0.012	0.004
Small Bulldozer/Tractors	0.003	0.001	0.004
1. Calculated using the following formula: PPVequip = PPVref x (25/D)1.5, where: PPVequip = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPVref = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018; D = the distance from the equipment to the receiver.			
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.			

As shown in *Table 5.13-11,* the highest vibration levels are achieved with the large bulldozer operations. This construction activity is expected to take place during grading. The nearest structure is approximately 50 feet from the active construction zone. As indicated in *Table 5.13-11*, construction vibration levels at the nearest receptor (50 feet away) would not exceed 0.032 in/sec PPV and/or the FTA's 0.20 PPV threshold for non-engineered timber and masonry buildings. In addition, construction activities would occur throughout the Project Site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with the project would be less than significant.

Operations

The Project would not generate groundborne vibration that could be felt at surrounding uses. Project operations would not involve railroads or substantial heavy truck operations and therefore would not result in vibration impacts at surrounding uses. As a result, impacts from vibration associated with Project operation would be less than significant.

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

Less Than Significant Impact. The nearest airport to the Project Site is the Stockton Metropolitan Airport located approximately 6.5 miles north of the Project Site. The Project Site lies outside of the CNEL noise contours shown in the Stockton Metropolitan Airport Land Use Compatibility Plan Update report published in May 2016 and amended in February 2018.[29] Aircraft-related noise at the Project Site would not substantially increase ambient noise levels. Exterior noise levels resulting from aircraft would be compatible with the Project. By ensuring compliance with the City's normally acceptable noise level standards, interior noise levels would also be considered

[29] San Joaquin County's Aviation System Stockton Metropolitan Airport, *Airport Land Use Compatibility Plan Update for Stockton Metropolitan Airport,* May 2016.

acceptable with aircraft noise. Therefore, the Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Cumulative Impacts

Cumulative Construction Noise

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. The City limits construction to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday. The Project would contribute to other proximate construction noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant following compliance with local regulations.

Construction activities at other planned and approved Projects would be required to take place during daytime hours, and the City and Project applicants would be required to evaluate construction noise impacts and implement mitigation, if necessary, to minimize noise impacts. Each project would be required to comply with the applicable City of Manteca Municipal Code limitations on allowable hours of construction. Therefore, Project construction would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

Cumulative Operational Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the project and other projects in the vicinity. However, noise from generators and other stationary sources could also generate cumulative noise levels.

Stationary Noise

As discussed above, impacts from the Project's operations would be less than significant. Due to site distance, intervening land uses, and the fact that noise dissipates as it travels away from its source, noise impacts from on-site activities and other stationary sources would be limited to the Project Site and vicinity. No known past, present, or reasonably foreseeable projects would compound or increase the operational noise levels generated by the Project. Thus, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would not be cumulatively significant.

Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Cumulative Without Project scenarios to the Cumulative Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A Project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- **Combined Effect**. The cumulative with Project noise level (Cumulative With Project) would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the Project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project.
- **Incremental Effects**. The "Cumulative With Project" causes a 1.0 dBA increase in noise over the "Cumulative Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the Project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 5.13-12: Cumulative Plus Project Conditions Predicted Traffic Noise Levels – Project Buildout, identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Cumulative Without Project," and "Cumulative With Project," conditions, including incremental and net cumulative impacts.

Table 5.13-12: Cumulative Plus Project Conditions Predicted Traffic Noise Levels – Project Buildout

Roadway Segment	Existing dBA L_{dn}[1]	Cumulative Without Project dBA L_{dn}[1]	Cumulative With Project dBA L_{dn}[1]	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Cumulative With Project	Difference In dBA Between Cumulative Without Project and Cumulative With Project	
W. Yosemite Avenue						
West of Fishback Road	64.2	65.1	64.9	0.7	-0.2	No
Between Fishback Road & St. Dominics Drive	64.6	65.4	65.3	0.7	-0.1	No
Between St. Dominics Drive & Winters Drive	64.5	65.3	64.9	0.4	-0.4	No
East of Winters Drive	62.4	63.1	62.7	0.3	-0.4	No
ADT = average daily trips; dBA = A-weighted decibels Traffic noise levels are at 100 feet from the roadway centerline.						
Source: Based on traffic data provided by Kimley-Horn (2025). Refer to Appendix E for traffic noise modeling results.						

A significant cumulative traffic noise increase would be identified if a cumulative traffic noise increase of greater than the 3 dBA is calculated, and the relative contribution from Project traffic is calculated to

contribute more than 1 dBA to this cumulative impact. No roadway segments analyzed exceed either criterion, therefore the Project's contribution to noise levels would not be cumulatively considerable. Thus, the Project would not have cumulatively considerable contributions to cumulative noise impacts.



Source: Nearmap, 2024

Figure 5-4: Noise Measurement Locations

Kaiser Manteca ED Expansion Project
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

This Page Intentionally Left Blank

5.14 POPULATION AND HOUSING

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

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

Less Than Significant Impact. Project Site and Offsite Improvement construction would create new employment opportunities. The workers are anticipated to commute daily to the site. With the recent and continuing growth of the City, there are adequate numbers of people already residing in the area to work on or at the Project Site and Offsite Improvements Areas. Project construction is expected to last for approximately 28 months, and it is not anticipated that workers would move to the City for Project construction. As the Project would not substantially induce unplanned population growth during construction. Thus, construction impacts would be less than significant.

In operation, ten additional employees are anticipated to support the Project. This is consistent with the planned growth in the City of Manteca General Plan and is not unplanned growth. Project development would be consistent with the current zoning and land use designations for the Project Site. The Project does not propose any residential uses that could generate new residents within the City. Project operations would serve the existing population in the surrounding area and would not induce substantial unplanned population growth. Offsite Improvements, specifically the extension of Center Street, would serve to increase access to the Project Site line for future access into the apartment complex on the east[30], and the future subdivision on the west[31]. As such, extension of Center Street would not indirectly induce substantial unplanned population.

[30] Prose Manteca Apartments Project: SPA-22-014, SCH #: 2002042088
[31] Yosemite Apartments Project: SPA-21-165, SCH #: 2022120184

Therefore, operation impacts from the Project to unplanned population growth is less than significant.

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

No Impact. There are no housing units or residential structures on the Project Site. The existing medical facility use on the Project Site does not support permanent housing. Therefore, the Project would not displace housing or people or require construction of replacement housing elsewhere. Thus, there would be no impact.

Cumulative Impacts

Overall, the Project Site would serve the existing demand from the population within the local vicinity. The Project would be consistent with the planned land uses in the City's General Plan and the population and employment projections for the City and the region as a whole. Impacts from cumulative growth are considered in the context of their consistency with these local and regional planning efforts. Thus, the Project would not have cumulatively considerable contributions to cumulative population and housing impacts.

5.15 PUBLIC SERVICES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			**X**	
i) Fire protection?			**X**	
ii) Police protection?			**X**	
iii) Schools?				**X**
iv) Parks?				**X**
v) Other public facilities?			**X**	

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

i) Fire protection?

Less Than Significant Impact. The Project is within the existing service area of the City of Manteca's Fire Department. There are five Fire Stations located within the City of Manteca. Fire Station 2, located at 1154 S. Union Road, is the closest to the Project Site, located approximately one mile south. The addition of 10 employees that would support the Project would be consistent with the planned growth in the City of Manteca General Plan and would not require additional demands for fire protection and emergency medical services to the Project Site. Further, the Project would be constructed to meet the latest CBC requirements and are subject to fire suppression development impact fees and other standards and conditions required by the City and County Fire. None the less, the City Manteca's Fire Department will review the development plans for the Project to

ensure the development adheres to the Fire Departments requirements and the Project would include the payment of standard City development impact fees, which include a fee for fire protection service impacts. As such, the Project and Offsite Improvements would not require additional fire service facilities or impact response times and overall performance objectives. Thus, impacts would be less than significant.

ii) Police protection?

Less Than Significant Impact. The City of Manteca's Police Department is under contract to provide police protection and public safety services within the City, including the Project Site. The Manteca Police Department is located at 1001 W. Center Street, approximately 0.7 miles east from the Project Site. The addition of 10 employees that would support the Project would be consistent with the planned growth in the City of Manteca General Plan and would not require additional demands for police services. Further, the ED expansion of an existing medical facility and Offsite Improvements would not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. The Project does not propose, and would not create a need for, new/physically altered police protection facilities; thus, less than significant environmental impacts would occur in this regard.

iii) Schools?

No Impact. The following schools are in the local vicinity of the Project and Offsite Improvements; Stella Brockman Elementary School approximately 0.6 miles north, Brock Elliot Elementary School approximately 0.8 miles south, Manteca Day School approximately 1 mile east, Sequoia Elementary School approximately 1.1 miles east, and Sierra High School approximately 0.3 miles south. The Project and Offsite Improvements do not include any residential development and would not generate new students for local schools. As such, no impacts are anticipated.

iv) Parks?

No Impact. The City of Manteca Parks and Recreation Department oversees more than 600 acres of neighborhood and community parks, including more than 483 acres of parks, facilities, trails and recreation lands, including 405 acres of community, neighborhood, and special use parks and the 101-acre Manteca Park Golf Course (City of Manteca, 2022a). Parks in the local vicinity to the Project Site include the Manteca Park Golf Course adjacent and north of the Project Site, Morenzone Ballfield approximately 0.3 miles east, Union West Park approximately 0.6 miles east, and Roberts Estates Park approximately 0.6 miles south, of the Project Site. The Project is consistent with the planned growth within the City of Manteca and would not introduce unplanned population growth that would result in an increase demand for recreational facilities. The Project would not significantly increase the demand on parks and, therefore, no impact would occur.

v) Other public facilities?

Less Than Significant Impact. Other public facilities not listed above include library services and other public and governmental services. The Project and Offsite Improvements are consistent with land use Policies LU-5.3 and LU-8.4, both of which support the expansion of the Kaiser Permanente

facility. Further, the Project is consistent with the planned growth within the City of Manteca and would not introduce unplanned population growth that would result in an increase demand for other public facilities. Therefore, the Project would not require additional public facilities and impacts would be less than significant.

Cumulative Impacts

The Project and Offsite Improvements are consistent with current General Plan and zoning designations, they would not result in substantial incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable projects. Similar to the Project, the apartment uses entitled for the vacant land adjacent to the east[32] and west[33] of the Kaiser Permanente facility are compliant with the General Plan designation and zoning for each site. As all projects were contemplated by the General Plan and General Plan EIR, sufficient fire, police, school, park, and other public facilities are available to serve these projects and the Project. Thus, the Project would not have cumulatively considerable contributions to cumulative public service impacts.

[32] Prose Manteca Apartments Project: SPA-22-014, SCH #: 2002042088
[33] Yosemite Apartments Project: SPA-21-165, SCH #: 2022120184

5.16 RECREATION

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

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

Less Than Significant Impact. The closest public park to the Project Site is the Morenzone Ballfield at 1323 W. Center Street, approximately 0.3 miles east of the Project Site. Additionally, the Manteca Park Golf Course at 305 N Union Road, Manteca, is located immediately adjacent to the north of the Project Site. Since the Project would be consistent with the planned growth in the City of Manteca General Plan, the Project would not lead to an increase in use of the recreational facilities, such that substantial physical deterioration of recreational facilities would occur or be accelerated. Thus, impacts would be less than significant.

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

No Impact. The Project would not include recreational facilities or require the construction or expansion of recreational facilities that would have an adverse physical effect on the environment. Therefore, the Project would have no impact.

Cumulative Impacts

Development of the Project would not impact any existing recreation facilities and would not create a substantial population increase such that impacts to existing recreational facilities would occur. Thus, the Project would not have cumulatively considerable contributions to cumulative recreational impacts.

5.17 TRANSPORTATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			**X**	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			**X**	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
d) Result in inadequate emergency access?			**X**	

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant. The Site Development Area would have a total of four access points, including three unsignalized driveways on W. Yosemite Avenue and one unsignalized driveway on St. Dominics Drive. Within the Project Site, access would be provided by the previously mentioned three unsignalized driveways along W. Yosemite Avenue, the previously mentioned unsignalized driveway on St. Dominics Drive, and one additional driveway north of the Site Development Area along St. Dominics Drive. W. Yosemite Avenue is an arterial roadway that travels through the City in the east-west direction. The roadway is four-lanes-wide within the Project area and provides connectivity to Downtown Manteca, additional local north-south arterial roadways and State Route 99. There are existing concrete sidewalks on the northern side of W. Yosemite Avenue. St. Dominics Drive is a two-lane local roadway north of W. Yosemite Avenue that runs in the north-south direction. Concrete sidewalks exist on both sides of St. Dominics Drive and there is an existing marked crosswalk between the Project Site and the medical office building to the east of St. Dominics Drive. An existing class II bicycle lane is located on the southern side of W. Yosemite Avenue, east of the intersection of W. Yosemite Avenue and St. Dominics Drive. The nearest existing transit facility is the Manteca Bus Route 1 stop at W. Yosemite Avenue and St. Dominics Drive located adjacent to the southeast corner of the Project Site. Manteca Bus Route 1 operates in a general east-west linear orientation along Yosemite Avenue from Vasconcellos Avenue in the

east to Entertainment Way in the west and includes connection to the Manteca Transit Center. The Project would maintain the five existing driveways to the Project Site.

The City has adopted three plans related to addressing circulation systems; including transit, roadway, bicycle, and pedestrian facilities; which are the City's General Plan, Active Transportation Plan, and the Local Road Safety Plan.

General Plan Circulation Element

The City's General Plan establishes a level of service (LOS) standard to guide street improvements in the City while meeting the City's goals of developing an efficient circulation system that promotes travel via other modes. LOS is measured on a scale from A to F, with A representing the best traffic conditions and F the worst. The General Plan requires a vehicular LOS of D or better at all streets and intersections during weekday AM and PM peak hours, except in the City's downtown area. The Project Site is located outside of the City's downtown area. Thus, a minimum threshold of LOS D is applicable to the Project.

A Traffic Impact Analysis was prepared in February 2025 for the Project and is included as Appendix F1. Appendix F1 provides an analysis of potential impacts on the local roadway network associated with the Project. The analysis includes evaluations of traffic conditions during peak hours for six study intersections based on the requirements outlined by the City's Transportation Impact Analysis Guidelines. The study intersections are as follows:

- W. Yosemite Avenue and Fishback Road
- W. Yosemite Avenue & West Project Driveway
- W. Yosemite Avenue & Central Project Driveway
- W. Yosemite Avenue & East Project Driveway
- W. Yosemite Avenue & St. Dominics Drive
- W. Yosemite Avenue & Winters Drive

Appendix F1 evaluated the study area under the following conditions:

- Existing Conditions (2024)
- Background (Existing plus Approved Projects) Conditions (2027)
- Background plus Project Conditions
- Cumulative Conditions (2043)
- Cumulative plus Project Conditions

Under the Existing Conditions, all study intersections operate at acceptable LOS. To understand the potential impacts to LOS, Project trip generation was analyzed in Appendix F1. According to Appendix F1, the Project is anticipated to generate approximately 296 daily trips. Of those 296 daily trips, 23 trips are anticipated to occur during the AM peak hour and 13 trips are anticipated

during the PM peak hour. The Background plus Project Condition includes analysis of the Project in addition to both, the existing conditions and other approved projects. *Table 5.17-1: Background Plus Project Conditions Intersection Level of Service Summary* displays the LOS under Background plus Project Conditions.

Table 5.17-1: Background Plus Project Conditions Intersection Level of Service Summary

No.	Intersection	Control Type[1]	Peak Hour	Background Conditions		Background plus Project Conditions			Acceptable LOS?
				Delay[2] (sec)	LOS	Delay[2] (sec)	LOS	Change in Delay (sec)	
1	W. Yosemite Ave & Fishback Rd	SSSC	AM	18.9	C	19.0	C	0.1	Yes
			PM	15.4	C	15.4	C	0.0	Yes
2	W. Yosemite Ave & West Project Dwy	SSSC	AM	11.1	B	11.2	B	0.1	Yes
			PM	11.9	B	11.9	B	0.0	Yes
3	W. Yosemite Ave & Central Project Dwy	SSSC	AM	10.9	B	10.9	B	0.0	Yes
			PM	11.3	B	11.3	B	0.0	Yes
4	W. Yosemite Ave & East Project Dwy	SSSC	AM	10.9	B	11.0	B	0.1	Yes
			PM	11.3	B	11.3	B	0.0	Yes
5	W. Yosemite Ave & St. Dominics Dr	SSSC/ Signal[3]	AM	15.5	C	7.4	A	-8.1	Yes
			PM	25.9	D	8.4	A	-17.5	Yes
6	W. Yosemite Ave & Winters Dr	Signal	AM	17.7	B	17.7	B	0.0	Yes
			PM	12.5	B	12.5	B	0.0	Yes

Source: Appendix F1

Notes: (1) Signal = Signalized; SSSC = side-street stop control

(2) The weighted average control delay is reported for signalized intersections. The delay for the worst movement is reported for SSSC intersections.

(3) The Project will signalize the intersection at St. Dominics Drive (Study Intersection 5).

As shown in *Table 5.17-1*: **Background Plus Project Conditions Intersection Level of Service Summary** above, all study intersections function within acceptable LOS standards under Background plus Project Conditions. Further, the Project would improve LOS at study intersection 5. Additionally, the West Project Driveway along W. Yosemite Avenue would intersect with the Center Street extension and would be restricted to outbound (exiting) movements from the existing medical facility. As shown in *Table 5.17-1*: **Background Plus Project Conditions**

Intersection Level of Service Summary, restricting the West Project Driveway to outbound movements from the existing medical facility would not lower the existing LOS at intersection 2. Therefore, the Project would not conflict with the City's LOS standards set forth in the General Plan.

Active Transportation Plan

The City's Active Transportation Plan outlines goals to promote and encourage active transportation opportunities (City of Manteca, 2020). The plan identifies W. Yosemite Avenue, between Airport Way and Main Street as a priority location for future complete streets projects, which include closing sidewalk gaps and improving pedestrian and bicyclist safety. The Project would construct bicycle parking within the Site Development Area and include new pedestrian connections to the existing sidewalks along the Project Site frontage. Portions of the existing sidewalk along the Project Site frontage would receive paving improvements. Additionally, the Project would construct a Class II bicycle lane along W. Yosemite Avenue. As such, the Project would not conflict with the Active Transportation Plan's goals to promote and encourage active transportation opportunities.

Local Road Safety Plan

The City's Local Road Safety Plan identifies priority locations to recommend safety countermeasures within the City's roadway network (City of Manteca, 2023b). The plan identified portions of Yosemite Avenue as priority locations. Proposed countermeasures to increase safety along Yosemite Avenue included installing a buffered bike lane with raised element and green bicycle lane striping in conflict areas and refreshing intersection and crosswalk striping. As mentioned above, the Project would construct a Class II bicycle lane along W. Yosemite Avenue. Further, the Project proposes construction of a raised median along W. Yosemite Avenue with striped turn pockets into the ED drive aisle. Therefore, the Project would not conflict with the City's Local Road Safety Plan.

The Project would not conflict with a program plan, ordinance or policy addressing the circulation system and this impact would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3 states that "vehicle miles traveled" (VMT) is the preferred metric evaluating transportation impacts, rather than LOS. VMT measures the total miles traveled by vehicles generated by a project. While LOS focuses on motor vehicle traffic, VMT accounts for the total environmental impact of a project on transportation, including use of travel modes such as buses or bicycles. Section 15064.3(b) sets forth the criteria for analyzing transportation impacts using the VMT metric.

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (April 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores smaller than 50,000 square feet might be considered local serving.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

As the City has not established its own VMT standards, this analysis relies on the standards provided by the OPR Technical Advisory. The OPR Technical Advisory contains the following criteria to screen out projects that are presumed to have a less than significant impact and would not require a full VMT analysis:

- Small Project
- 100% Affordable Housing Project
- Transit Supportive Project
- Local Serving Public Project
- Local Serving Retail Project

A project would only need to satisfy one screening criteria to be exempt from performing a full VMT analysis. A Transportation Evaluation was prepared in February 2025 to provide additional analysis on whether or not the Project would satisfy one of the screening criteria. The Transportation Evaluation is included as Appendix F2.

As noted above, the Project would generate approximately 296 daily trips. Of those 296 daily trips, 23 trips are anticipated to occur during the AM peak hour and 13 trips are anticipated during the PM peak hour. VMT methodologies typically categorize proposed development into three different land uses: residential, office, and retail. Based on the OPR Technical Advisory, Local Serving Retail Projects are defined as retail developments that are 50,000 sf or less. According to Appendix F2, local serving retail generally improves the convenience of shopping or services close to home and

has the effect of reducing vehicle travel. Any project that uses the designation of "local-serving" should be able to demonstrate that its users (employees, customers, visitors) would be existing within the community. The project would not generate new "demand" for the project land uses but would meet the existing demand that would shorten the distance existing residents, employees, customers, or visitors would need to travel.

Similarly, ED services are generally local-serving, in that most patrons select service at locations which are near either their place of residence or their employment/business location. Additionally, ED services function in similar ways to other service land uses in that the predominant source of trips and, therefore, project-related VMT would be generated by the patrons of the site rather than employees. The density of available ED services would increase at the Project Site, and thereby shorten travel distances in the vicinity for patrons that may have otherwise visited an ED further away. In this way, the Project is anticipated to reduce VMT. Further, an ED/medical office land use generates trips at much lower rates than similarly sized retail projects, as much of the space is passively utilized for medical equipment and circulation around this equipment. As such, the Project would be considered a local serving project, comparable to the OPR's consideration of local serving retail uses for the purposes of VMT.

The Project proposes the construction of an approximately 27,450 sf ED land use. The proposed ED development is under the Local Serving Retail Project threshold of 50,000 sf. Thus, the Project would satisfy the screening criteria for a Local Serving Retail Project, as outlined in the OPR Technical Advisory, and a quantitative VMT analysis is not required. The Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and this impact would be less than significant.

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

Less Than Significant Impact. Within the Project Site, visitors would be anticipated to access the Project from St. Dominics Drive, while ambulances would access the Project from W. Yosemite Avenue. Existing driveway locations along W. Yosemite Avenue and St. Dominics Drive would remain. The existing driveways currently serve ambulances and other vehicles to the existing medical facility and would continue to be of adequate size to provide sufficient space to accommodate standard auto traffic and, where needed, ambulances. The new walk-in emergency waiting area and drop-off area would be constructed with access from one of the St. Dominics Drive driveways. The Project would include construction of pedestrian and bicycle improvements in the form of additional pedestrian walkways to navigate the Site Development Area, sidewalk paving improvements along the Project Site frontage, and a Class II bicycle lane along W. Yosemite Avenue adjacent to the Project Site. These improvements would be designed and reviewed by the City to ensure they promote a safe environment for the bicycle and pedestrian users. Further, the Project would signalize the existing intersection of St. Dominics Drive and W. Yosemite Avenue, which could improve the operational safety of the existing intersection, once constructed. As such, the Project is not anticipated to increase hazards due to geometric design or incompatible use and this impact would be less than significant.

d) Result in inadequate emergency access?

Less Than Significant Impact. Given that the Project is within a medical facility that will remain operational during the construction of the Project, emergency vehicle access would be maintained at all times throughout construction activities in accordance with the City's routine and standard construction specifications. Moreover, Project construction activities would not impede emergency access to any local roadways or surrounding properties. The Project would not result in inadequate emergency access and this would be a less than significant impact.

Cumulative Impacts

The Project would improve LOS at one intersection (W. Yosemite Avenue & St. Dominics Drive) as a result of Offsite Improvements when combined with City development anticipated in the Background Conditions. Additionally, the Project was determined to have a less than significant impact related to VMT as a result of the proposed land use. Therefore, the Project would not result in incremental effects to transportation that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Potential impacts are not cumulatively considerable and less than significant.

5.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		**X**		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		**X**		

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant With Mitigation Incorporated. A CHRIS records search and Sacred Land File Search (through the Native American Heritage Commission (NAHC)) was conducted in December 2024. There were no formally recorded prehistoric or historic archaeological resources, or historical buildings or structures found on-site. As such, the Project Site does not contain listed resources. However, the absence of known resources within the Project vicinity and the existing level of disturbance does not preclude the possibility of unknown resources. With the implementation of Mitigation Measure MM CUL-1, potential impacts to unknown resources, should they be discovered during Project development, are considered less than significant.

The City has confirmed that no requests for consultation have been received pursuant to Assembly Bill 52. Impacts on tribal cultural resources are considered less than significant with the implementation of mitigation.

Cumulative Impacts

The combination of the Project as well as past, present, and reasonably foreseeable projects in the local area would be required to comply with all applicable State, federal, and County and local regulations concerning preservation, salvage, or handling of cultural and paleontological resources, including compliance with required mitigation. Similar to the Project, these projects also would be required to implement and conform to mitigation measures, which would be likely to reduce impacts to less than significant. Although in the process of development, some known or unknown resources may be lost, it is not anticipated that these impacts would be cumulatively considerable. In addition, implementation of MM CUL-1, would reduce Project-specific impacts to a less than significant level. Thus, the Project would not have cumulatively considerable contributions to cumulative tribal cultural resource impacts.

5.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. Water utilities associated with the expanded ED would connect to the City's existing water and sanitary sewer system that serves the existing medical facility. Additionally, the construction of the Project would not require the relocation of electric power or telecommunications facilities as the expanded ED would utilize the existing utility infrastructure that currently is used to operate the Kaiser Permanente facility. The Project would require the

installation of an underground fuel tank that would connect gas lines to the existing electric generator. No natural gas facilities will be installed as part of the Project. Additionally, the Project would construct and install new bioretention facilities which would be connected to existing stormwater drainage facilities and install underground potable water and sewer storage tanks. The Project would be consistent with planned growth in the General Plan, in that it would be consistent with the type of development planned for this area in the General Plan. The City has sufficient capacity in its domestic water and sanitary sewer systems, and existing electric and telecommunication facilities to accommodate development within the Project.

Offsite Improvements related to the relocation or construction of utilities include the construction of a 36-inch sewer trunk main in the proposed Center Street, connecting to the existing 12-inch sanitary sewer main in accordance with the Sanitary Sewer Master Plan. The 36-inch sewer trunk main would extend along the approximate alignment of the existing 12-inch sewer main to the north property line of the Kaiser Permanente facility. As part of this connection, the Project would increase the size of existing water and sanitary sewer lines in order to serve the Project. The proposed sewer main trunk extension will not necessitate the relocation of existing water and sewer lines, thereby avoiding significant construction impacts. Operationally, this expansion would enhance capacity and ensure reliable service with the ED expansion and the expected increased capacity during Project operations.

Offsite Improvements would also include the installation of a storm drainage pump station for the existing basin in the Northern Portion of the Project Site that contains SW1 and connects to SSJID Drain 5 and the undergrounding of SSJID Drain 5 into a 60-inch reinforced concrete pipe. SSJID Drain 5 is an existing conveyance for stormwater from the surrounding areas, including SW1 in the Northern Portion of the Project Site, the golf course to the north of the Project Site, and the upstream portions of SSJID Drain 5. Once undergrounded, SSJID Drain 5 would still convey stormwater runoff from these areas. The proposed 60-inch reinforced concrete pipe is sized to match the existing pipe to the east of the Project Site and the anticipated flows for SSJID Drain 5. RWQCB review of the Project in compliance with MM BIO-3 would also ensure that the undergrounded SSJID Drain 5 is designed and constructed in such a way that water quality is not impacted.

Offsite Improvements would install new utility systems as it pertains to wastewater and stormwater. The installation of utilities would assist in serving the expanded use of the existing emergency department and improve the existing sewage facilities present within the Project Site and vicinity, adequately transporting wastewater to the City's Wastewater Quality Control Facility (WQCF). Additionally, Offsite Improvements would not install or relocate electric or telecommunication facilities. Thus, Offsite Improvement impacts would not cause a significant impact in regard to the construction or relocation of utility facilities.

The Project and Offsite Improvements would not require the expansion of existing wastewater treatment facilities. However, Offsite Improvements would construct a 36-inch sewer main trunk as part of the Project. The construction of this sewer main trunk would not necessitate the

relocation of existing water and sewer lines and would enhance capacity and ensure reliable service with the ED expansion of existing sewer facilities on the Project Site. Electrical and telecommunication lines are available in the Project vicinity and can be extended to the Project Site as necessary. Thus, Project impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. In July 2023, the City adopted the City of Manteca 2020 UWMP, as required by the Urban Water Management Planning Act of 1983. The UWMP serves as a long-term planning document for sustainable water supply, and includes a description of water sources, historical and projected water use, and a comparison of water supply and demand during normal and dry years (City of Manteca, 2023a). The UWMP has identified regional water demand in normal, single dry, and multiple dry years in five-year increments. Water demand projections were based on buildout of the City's General Plan. The UWMP indicates that the City would have up to approximately 21,945 acre-feet per year (AFY) for 2025 and 27,682 AFY for 2030 in a normal year (City of Manteca, 2023). *Table 5.19-1: Water Supply and Demand – Normal Year (AFY)* and *Table 5.19-2: Water Supply and Demand – Single Dry Year (AFY)* show the projected water supply and demand totals during a normal year and during a single dry year, respectively. *Table 5.19-3: Water Supply and Demand – Multiple Dry Years (AFY)* shows the projected supply and demand totals under multiple dry year conditions for the first, second, third, fourth, and fifth years.

Table 5.19-1: Water Supply and Demand – Normal Year (AFY)

	2025	2030	2035	2040	2045
Supply Totals	21,945	27,682	29,245	37,809	39,373
Demand Totals	17,146	20,266	21,413	22,560	23,707
Difference	**12,799**	**7,416**	**7,832**	**15,249**	**15,666**
SOURCE: City of Manteca 2020 Urban Water Management Plan, July 2023					

Table 5.19-2: Water Supply and Demand – Single Dry Year (AFY)

	2025	2030	2035	2040	2045
Supply Totals	20,094	26,648	29,228	33,901	36,544
Demand Totals	17,146	20,266	21,413	22,560	23,707
Difference	**2,948**	**6,482**	**7,815**	**11,341**	**12,837**
SOURCE: City of Manteca 2020 Urban Water Management Plan, July 2023					

Table 5.19-3: Water Supply and Demand – Multiple Dry Years (AFY)

		2025	2030	2035	2040	2045
1st Year	Supply Totals	21,945	27,682	29,245	37,809	39,373
	Demand Totals	17,146	20,266	21,413	22,560	23,707
	Difference	4,799	7,416	7,832	15,249	15,666
2nd Year	Supply Totals	21,945	27,682	29,245	37,809	39,373
	Demand Totals	17,146	20,266	21,413	22,560	23,707
	Difference	4,799	7,416	7,832	15,249	15,666
3rd Year	Supply Totals	20,094	26,748	29,228	33,901	36,544
	Demand Totals	17,146	20,266	21,413	22,560	23,707
	Difference	2,948	6,482	7,815	11,341	12,837
4th Year	Supply Totals	20,094	26,748	29,228	33,901	36,544
	Demand Totals	17,146	20,266	21,413	22,560	23,707
	Difference	2,948	6,482	7,815	11,341	12,837
5th Year	Supply Totals	21,945	27,682	29,245	37,809	39,373
	Demand Totals	17,146	20,266	21,413	22,560	23,707
	Difference	4,799	7,416	7,832	15,249	15,666
SOURCE: City of Manteca 2020 Urban Water Management Plan, July 2023						

Based on *Table 5.19-3* above, the City of Manteca does not anticipate a water supply shortage by 2045 in multiple-dry years. Should the need arise, the City has several options for additional potable water supplies. The primary near-term (within ten years) sources for additional supply include:

- **Groundwater:** Additional groundwater pumping up to the safe yield of 0.94 AFY/acre estimated in the Eastern San Joaquin Groundwater Sustainability Plan.

- **Recycled water:** Completion of Reclaimed Water Facilities Master Plan (RWFMP) Phase 1 (i.e., retrofits at the WQCF) by 2024 will provide an increase of 336 AFY of recycled water supply. Planned implementation of RWFMP Phases 2 to 3 (i.e., upgrades to the WQCF and installation/retrofits of recycled water pipelines for existing customers) by 2027, will bring a varied increase in recycled water supply. Additional detail on RWFMP Phase 1-3 is found in Table 6-8 of Manteca's UWMP (City of Manteca, 2023a).

Inclusion of the above water supply options as well as implementation of the City's Water Shortage Contingency Plan would ensure that adequate water supplies are available to serve buildout of the General Plan. As the Project would be consistent with the growth anticipated by the General Plan, projected water supplies would be sufficient to satisfy water demands associated with the Project while still meeting the current and projected water demands of existing customers within the service area. Additionally, Offsite Improvements associated with the Project during operation would not lead to a significant increase in water supplies as Offsite Improvements are limited to roadway extensions, intersection signalization, and overall utility improvements that would

increase wastewater and stormwater capacity. Thus, Project and Offsite Improvement impacts would be less than significant.

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

Less Than Significant Impact. Municipal wastewater is treated at the City's WQCF. Between 2016 and 2020, the WQCF collected and treated an average 6.6 million gallons per day (mgd) of wastewater (City of Manteca, 2023a). The effluent treated at the WQCF is treated to the tertiary level in compliance with Title 22 surface water discharge standards. The City of Manteca is planning to expand the WQCF from the currently permitted 9.87 mgd to 27 mgd. The Project and activities associated with the ED expansion would not require the WCQF to expand beyond what is currently planned, therefore the WCQF sufficient capacity to serve the Project's projected demand.

Additionally, Offsite Improvements specific to wastewater treatment includes the installation of a 36-inch sewer trunk main that would extend along the approximate alignment of the existing 12-inch sewer main. This would adequately address the ED expansion and ensure that infrastructure would support Project demand expected from the overall expansion. Other Offsite Improvements would not directly influence and affect wastewater produced from the Project.

Since the Project would not require the WCQF to expand beyond what is currently planned, and Offsite Improvements such as the installation of a new sewer trunk main would assist in remediating the expected increase of wastewater that would be produced by the Project, WCQF would have adequate capacity to serve the Project and Offsite Improvements associated with the Project. Thus, impacts would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The City of Manteca Solid Waste Division (SWD) provides solid waste hauling service for the City of Manteca and would serve the Project. The nearest landfill is approximately 5.9 miles to the northeast of the Project Site. Solid waste is collected by the City and deposited at the Forward Landfill. Recyclables are taken to a mini transfer station adjacent to the Forward Landfill where they are subsequently put into transfer trucks and hauled to Sacramento Recycling in Sacramento. Forward landfill was projected to close in 2020. To increase the landfill's lifespan, Forward, Inc. is planning to expand its disposal footprint from about 355 acres to 366 acres, expanding the current landfill capacity from 20 million cubic yards to approximately 27.7 million cubic yards. Landfill expansion would allow disposal to continue until approximately 2036 (City of Manteca, 2022a).

The Project and Offsite Improvements would be consistent with planned growth in the General Plan. Additionally, the Project would not interfere with regulations related to solid waste or generate waste in excess of the capacity of local infrastructure. Therefore, the Project's waste generation has already been addressed in the General Plan EIR and the capacity identified in the General Plan EIR is more than sufficient to serve the Project. Because the Forward Landfill has adequate capacity for the construction and operation of the Project would have a less than significant impact.

Cumulative Impacts

The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. As the vacant lands surrounding the Project Site are expected to be populated with commercial and residential development, the demand for resources, infrastructure, and adequate utility facilities will be needed. Individual projects are subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Thus, the Project would not have cumulatively considerable contributions to cumulative utility and service system impacts.

5.20 WILDFIRE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			**X**	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			**X**	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			**X**	

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Project Site and Offsite Improvements are not located in or near a Local Responsibility Area (LRA) or State Responsibility Area (SRA), nor are they designated as a VHFHSZ (CALFIRE, 2024). Additionally, the Project would comply with all local regulations related to emergency access/evacuation. The Project Site will connect to an existing network of City streets, and would provide expanded emergency services to the community. As such, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Thus, impacts would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. The Project Site and Offsite Improvements Areas are on relatively flat land and are not steeply sloped. Furthermore, the Project Site is not designated as a VHFHSZ (CALFIRE, 2024). Therefore, a less than significant impact would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. The Project includes standard infrastructure, including roadways, utilities, and fire suppression systems, so no additional facilities would be required to be installed or maintained to reduce fire risk that could exacerbate fire risk. Further, the Offsite Improvements comprise all infrastructure required for Project construction and operation and no further infrastructure or infrastructure maintenance would be required that could exacerbate fire risk. Thus, the Project and Offsite Improvements would not exacerbate fire risk or result in a significant impact to the environment. Impacts would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. The Project Site and Offsite Improvements Areas are not in a VHFHSZ nor located near steep slopes or hillsides (CALFIRE, 2024). The Project would implement efficient landscape maintenance practices and design measures to decrease the release of stormwater running off the site; therefore, the Project would not expose people to downstream flooding or landslides as a result of runoff. Impacts would be less than significant.

Cumulative Impacts

The Project is not subject to natural wildfire areas. The Project is not in or near a LRA or SRA, nor is the site designated as a VHFHSZ. The Project would not impair any emergency plans. The Project will require standard infrastructure following compliance with the established local and state regulatory framework to reduce the risk of fire. Lastly, the Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Thus, the Project would not have cumulatively considerable contributions to cumulative wildfire impacts.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		**X**		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			**X**	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			**X**	

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

Less Than Significant with Mitigation Incorporated. This Initial Study includes an analysis of the Project impacts associated with aesthetics, agricultural and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, utilities and service systems, and wildfire. The analysis covers a broad spectrum of topics relative to the potential for the Project to have environmental impacts. This includes the potential for the Project to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining

levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. It was found that the Project would have either no impact, a less than significant impact, or a less than significant impact with the implementation of mitigation measures. For the reasons presented throughout this IS/MND, the Project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. With the implementation of mitigation measures presented in this IS/MND, the Project would have a less than significant impact relative to this topic. Therefore, this Project has been determined not to meet this Mandatory Finding of Significance.

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

Less Than Significant Impact. Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." In addition, under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail.

Per the criteria for evaluating environmental impacts above, the potential for adverse cumulative effects was considered in the response to each question in Sections 5.1 through 5.21 of this document. In addition to project specific impacts, this evaluation considered the Project's potential for incremental effects that are cumulatively considerable. Based on the analysis conducted in this IS/MND, no cumulative effects associated with the Project have been identified. Therefore, this Project has been determined not to meet this Mandatory Finding of Significance.

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

Less Than Significant Impact. Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the proposed project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be

significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include construction impacts related to air quality and noise. For most aspects of these issues, no potential adverse effects on human beings were identified. All potential adverse effects that were identified would be reduced to levels considered less than significant through compliance with applicable laws, regulations, and City ordinances and standards, along with mitigation measures where necessary. No other direct or indirect adverse effects on human beings have been identified. Therefore, this Project has been determined not to meet this Mandatory Finding of Significance.

6.0 REFERENCES

California Air Resources Board, 2017, *California's 2017 Climate Change Scoping Plan.* Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf. Accessed on February 27, 2025.

California Department of Conservation, 2022a, *California Important Farmland Finder.* Available at https://maps.conservation.ca.gov/dlrp/ciff/, Accessed November 27, 2024.

California Department of Conservation, 2022b, *California Williamson Act Enrollment Finder*, Available at https://maps.conservation.ca.gov/dlrp/WilliamsonAct/, Accessed November 27, 2024.

California Department of Conservation, 2022c, *CGS Seismic Hazards Program: Liquefaction Zones* Available at https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones-1/explore?location=37.802872%2C-121.225850%2C14.64, Accessed November 26, 2024.

California Department of Conservation, 2024, *Reported California Landslides,* Available at https://cadoc.maps.arcgis.com/apps/webappviewer/index.html?id=bc48ad40e3504134a1fc8f3909659041&_gl=1*1a6yhxw*_ga*NDEwMDU4MTExLjE3MjQwODY4MDk.*_ga_N4MB98DBXY*MTczMjY0NzkzNS4yMC4xLjE3MzI2NDk2NTkuMC4wLjA, , Accessed November 26, 2024.

California Department of Forestry & Fire Protection (CALFIRE), 2024, Fire Hazard Severity Zones, Available at https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed on November 25, 2024.

California Department of Transportation, 2013, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*.

California Department of Transportation, 2018, *California State Scenic Highway System Map,* Available at https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, Accessed December 16, 2024.

California Department of Transportation, 2018, *List of eligible and officially designated State Scenic Highways*, Available at https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, Accessed February 27, 2025.

California Department of Transportation, 2020, Traffic Noise Analysis Protocol.

California Geological Survey, 2016, *Earthquake Shaking Potential for California*, Available at https://www.conservation.ca.gov/cgs/Documents/Publications/Map-Sheets/MS_048.pdf, Accessed November 26, 2024

California Geological Survey, 2021, *California Earthquake Hazards Zone Application*, Available at https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/, Accessed November 26, 2024.

California Geological Survey, 2024, *Fault Activity Map of California*, Available at https://maps.conservation.ca.gov/cgs/fam/app/, Accessed November 26, 2024.

California Geological Survey, 2025, *Earthquake Zones of Required Investigation*, Available at https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/, Accessed February 27, 2025.

California Office of Environmental Health Hazard Assessment, 2015, *Air Toxics Hot Spots Program*, Available at https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, Accessed February 21, 2025.

California Office of Environmental Health Hazard Assessment, 2020, *OEHHA Acute, 8-hour and Chronic Reference Exposure Level (REL) Summary*, Available at https://oehha.ca.gov/air/general-info/oehha-acute-8-hour-and-chronic-reference-exposure-level-rel-summary, Accessed February 21, 2025.

City of Manteca, 2017, *Existing Conditions Report Part 2*, Available at https://static1.squarespace.com/static/582f3c2a59cc689c8da65127/t/59e78950a803bb7c941c900d/1508346229071/Manteca_ExistingConditionsReport_Part2of2.pdf, Accessed March 21, 2025.

City of Manteca, 2020, *Active Transportation Plan*, Available at https://www.manteca.gov/departments/development-services/planning/active-transportation-plan, Accessed February 28, 2025.

City of Manteca, 2022a, *Recirculated Draft Environmental Impact Report-Volume II For the Manteca General Plan Update*, Available at https://files.ceqanet.opr.ca.gov/258335-5/attachment/wdK9AtwQ13d7RJeYRMWZKc4mkrJ-hbDmrqj0DDAmNCQRMAWz1lKG09QrOmf33o8qxP_JHwUKOzwh11Mz0, Accessed on November 26, 2024.

City of Manteca, 2022b, *Recirculated Draft Environmental Impact Report-Volume III For the Manteca General Plan Update*, Available at https://static1.squarespace.com/static/582f3c2a59cc689c8da65127/t/637c5cbd60d1aa5d2a0c23da/1669094617327/Manteca+GPU+RDEIR_Nov+2022+Vol+3_reduced.pdf, Accessed on November 25, 2024.

City of Manteca, 2023a, *2020 Urban Water Management Plan for City of Manteca*, Available at https://www.manteca.gov/home/showpublisheddocument/5865/638265582503400000, Accessed November 26, 2024.

City of Manteca, 2023b, *Local Road Safety Plan*, Available at https://www.manteca.gov/home/showpublisheddocument/6648/638507837059670000, Accessed February 28, 2025.

City of Manteca, 2024, *General Plan*, Available at: https://static1.squarespace.com/static/582f3c2a59cc689c8da65127/t/66f42d5977259d280e510cb0/1727278497351/Manteca_GeneralPlan_Adopted_2-24.pdf.,

County of San Joaquin, 2022, *San Joaquin County Emergency Operations Plan,* February 2022, Available at https://www.sjgov.org/docs/default-source/office-of-emergency-services-documents/emergency-plans/2022-sjc-emergency-operations-plan.pdf?sfvrsn=6fdd3c17_3, Accessed November 27, 2024.

Eastern San Joaquin Groundwater Joint Powers Authority, 2024. 2024 Groundwater Sustainability Plan Amendment: Agency Information, Plan Area, and Communication. Available at https://www.esjgroundwater.org/Portals/0/ThemePluginPro/uploads/2025/1/16/ESJ%202024%20GSP%20Compiled_November%202024%20Compressed.pdf. Accessed March 21, 2025.

Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, 2010, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

Federal Emergency Management Agency (FEMA), 2023, *Zone C or X (Unshaded)*, Available at https://www.fema.gov/about/glossary/zone-c-or-x-unshaded, Accessed November 26, 2024.

FEMA, 2024, *National Flood Hazard Layer*, Available at https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd, Accessed November 26, 2024.

Federal Highway Administration, 2006, *Roadway Construction Noise Model User's Guide Final Report*.

Federal Highway Administration, 2017, *Noise Fundamentals*.

Federal Interagency Committee on Noise, 1992*, Federal Agency Review of Selected Airport Noise Analysis Issues.*

Federal Transit Administration, September 2018, *Transit Noise and Vibration Impact Assessment Manual*.

Kariel, H. G., 1991, *Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10.*

Natural Resource Conservation Service, 2024, *Web Soil Survey*, Available at https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx, Accessed November 26, 2024.

San Joaquin County's Aviation System Stockton Metropolitan Airport, May 2016, *Airport Land Use Compatibility Plan Update for Stockton Metropolitan Airport.*

San Joaquin Council of Governments (SJCOG), 2000, *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP),* Available at https://www.sjcog.org/DocumentCenter/View/5/Habitat-Planpdf?bidId=, Accessed November 27, 2024.

San Joaquin Valley Air Pollution Control District, 2022, *Guidance for Air Dispersion Modeling.*

San Joaquin Valley Air Pollution Control District, 2015, *Final Draft Guidance for Assessing and Mitigating Air Quality Impacts*, Available at https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF, Accessed on February 27, 2025.

State Water Resources Control Board, 2024a, *GeoTracker*, Available at https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=1777%20+%20W.%20+%20Yosemite%20+%20Avenue, Accessed November 27, 2024.

State Water Resources Control Board, 2024b, *Ted Peters Trucking (T0607700217)*, Available at https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607700217, Accessed November 27, 2024.

State Water Resources Control Board, 2024c, *Ted Peters Trucking Manteca Facility (SL372563620)*, Available at https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL372563620, Accessed November 27, 2024.

U.S. Census Bureau, 2023,*QuikFacts Manteca city, California*, Available at https://www.census.gov/quickfacts/mantecacitycalifornia, Accessed November 29, 2024.

U.S. Forest Service, 2020, *Wildland Urban Interface: 2020*, Available at https://data-usfs.hub.arcgis.com/documents/7804d89ed1094ccb9aae753228e8d89a/explore, Accessed March 21, 2025.