



Public Review Draft Initial Study/Mitigated Negative Declaration

**369 South Austin Road:
General Plan Amendment No. GPA-23-116, Rezone No. REZ-23-117,
and Tentative Parcel Map No. TPM-23-119**

prepared by

City of Manteca

Development Services Department

1215 W. Center Street, Ste. 201

Manteca, CA 95337



Prepared with the assistance of

J.B. Anderson Land Use Planning

139 S. Stockton Avenue

Ripon, California 95366

August 2026

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- A. Central California Information Center Records Search, dated July 14, 2026
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NEGATIVE DECLARATION

Lead Agency:

City of Manteca
1215 W. Center Street, Ste. 201
Manteca, CA 95337

PROJECT NAME:

369 South Austin Road: GPA-23-116, REZ-23-117, and TPM-23-119

PROJECT PROPONENT AND LEAD AGENCY:

Project Proponent: Mr. John Nama, Ms. Rakshana Karem, and Mr. Satya Pappur
1145 Clay Court
Fremont, CA 94536

Lead Agency: City of Manteca
1215 W. Center Street, Ste. 201
Manteca, CA 95337

PROJECT LOCATION:

The Proposed Project is located within the City of Manteca city limits, specifically, at 369 South Austin Road. The Proposed Project is located in the eastern portion of the City of Manteca, adjacent to the eastern city limit line, approximately 0.2 miles south of the Austin Road and Highway 120 intersection. Specifically, the Project site is bounded by single family homes to the north and east and vacant land to the south and west.

The San Joaquin County Assessor's Office has assigned the Proposed Project parcel as APN No. 228-020-50.

PROJECT DESCRIPTION:

The Applicants, Mr. John Nama, Ms. Rakshana Karem, and Mr. Satya Pappur, are requesting approval of a General Plan Amendment, Rezone, and Tentative Parcel Map to facilitate the subdivision and development of a 0.74±-acre (32,422± square-foot) site located at 369 South Austin Road (APN: 228-020-50). The proposed entitlements would allow the creation of four (4) residential parcels for the development of four (4) single-family dwellings and one (1) additional parcel (Parcel A) to be dedicated for future right-of-way improvements, as shown in Figure 4 (Tentative Parcel Map).

The proposed building pad sizes and lot areas for each parcel is summarized in the table below:

Proposed Parcels

Lot	Building Pad Size	Gross Area	Net Area
Lot 1	2,785 square feet	8,118 square feet	6,980 square feet
Lot 2	2,994 square feet	5,510 square feet	5,510 square feet
Lot 3	2,991 square feet	5,506 square feet	5,506 square feet
Lot 4	2,770 square feet	8,093 square feet	6,956 square feet
Parcel A	N/A	5,195 square feet	5,195 square feet
Total	11,540 square feet	32,422 square feet	30,147 square feet

A twenty-foot-wide access easement is proposed across Lots 1 and 4, which will provide access from each lot to South Austin Road. Additionally, Parcel A includes the first 24 feet of the project site along South Austin Road, which will be dedicated to the City for future right-of-way improvements.

The City of Manteca will provide water and sewer services to the Proposed Project via South Austin Road, as shown in Figure 4 (Tentative Parcel Map). The Proposed Project will install water and sewer line connections from each lot to the existing lines in South Austin Road. The Proposed Project is required to construct a storm drain trunk line that discharges into the City's existing storm drain line along the South Austin Road frontage of the proposed map. Lots 1 and 4 each include a ten-foot-wide easement along their southern property lines and a twenty-foot-wide utility easement, evenly divided between the two lots, along their common property line, to accommodate the proposed utility connections.

As stated above, the Proposed Project includes the creation of four (4) residential parcels to accommodate the future development of four (4) single-family dwellings. The Proposed Project requires a General Plan Amendment, Rezone, and Tentative Parcel Map to accommodate the proposed density and lot sizes. The Very Low Density Residential (VLDR) General Plan land use designation and Residential Estates (R-E) Zoning District requires a minimum parcel size of 0.5 acres with a maximum density of two (2) dwelling units per acre. The proposed lots range in size from 5,506 square feet to 8,118 square feet, well under the required minimum parcel size. Therefore, the Proposed Project includes a General Plan Amendment from the existing land use designation of Very Low Density Residential (VLDR) to Low Density Residential (LDR) and a Rezone from Residential Estates (R-E) to One-Family Dwelling (R-1). Without the General Plan Amendment and Rezone, the existing parcel would only be permitted up to one (1) primary single-family dwelling unit.

Table LU-1 (Land Use Designations) of the City's 2043 General Plan states that the LDR land use designation allows for a density range of 2.1 to eight (8) dwelling units per acre. The Proposed Project consists of a density of approximately 5.4 dwelling units per gross acre and therefore is consistent with the LDR General Plan land use designation.

Per Manteca Municipal Code Table 17.22.020-1 (Allowed Uses and Required Entitlements for Manteca's Base Zoning Districts), single-family dwellings are a permitted use in the R-1 Zoning District.

ENVIRONMENTAL DETERMINATION:

The Lead Agency has prepared an Initial Study, following, which considers the potential environmental effects of the Proposed Project. The Initial Study shows that there is no substantial evidence, in light of the whole record before the Lead Agency, that the Proposed Project may have a potentially significant effect on the environment, provided that the following mitigation measures are included in the Proposed Project.

MITIGATION MEASURES:

BIO-1: *The project shall participate in, and obtain coverage under, the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Prior to ground disturbance, the project applicant shall mitigate for the proportionate loss of potential wildlife habitat from the project site by implementing any Incidental Take Minimization Measures (ITMMs) prescribed by the San Joaquin Council of Governments (SJCOG). A biologist representing SJCOG shall visit the project site prior to the issuance of ITMMs to the City and to the project applicant.*

CUL-1: *In accordance with Section 15064.4(e) of the CEQA Guidelines, in the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:*

- *There shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent human remains until:*
 - *The coroner of the County in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required;*
 - *If the coroner determines the remains to be Native American:*
 - *The coroner shall contact the Native American Heritage Commission within 24 hours.*
 - *The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.*
 - *The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98.*

- *At the same time, an archaeologist shall be contacted to assess the situation. The archaeologist shall record information, as appropriate and in accordance with the recommendations of the Most Likely Descendent (MLD) and/or Tribal representative. Upon completion of the archaeologist's assessment, a report should be prepared documenting methods and results, as well as recommendations regarding the treatment of the human remains and any associated archeological materials. The report should be submitted to the lead government agency, the NWIC and the consulting Tribe. Tribal representatives will rebury the Native American human remains and associated funerary objects with the appropriate dignity either; in accordance with the recommendations of the MLD if available or in the project vicinity at a location agreed upon between the Tribe and the consultant, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery and reburial are to be kept confidential and secure to prevent any further disturbance.*

CUL-2: *If cultural resources of Native American origin are identified during grading or excavation of the proposed project, all ground disturbing activities within 100 feet shall cease until a representative from the Confederated Villages of Lisjan Nation is consulted by the lead government agency. If the lead agency in consultation with the consulting Tribe(s), determines that the resource is a historic property and thus significant under the NHPA, the entity shall retain a Tribal monitor and, if applicable, a qualified archaeologist, at the applicant's expense, to prepare a mitigation plan, which shall be implemented in consultation with the consulting Tribe. The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting Tribe and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for Tribal historic properties include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, or heritage recovery.*

NOISE-1: *Construction equipment shall be well maintained to be as quiet as possible. The following measures, when applicable, shall be implemented to reduce noise from construction activities:*

- *All internal combustion engine-driven equipment shall be equipped with mufflers that are in good condition and appropriate for the equipment.*
- *"Quiet" models of air compressors and other stationary noise sources shall be used, where technology exists.*
- *Stationary noise-generating equipment shall be located as far as feasible from sensitive receptors (dwellings).*
- *Unnecessary idling of internal combustion engines shall be prohibited.*

- *Staging areas and construction material storage areas shall be located as far away as possible from adjacent sensitive land uses (dwellings).*
- *Construction-related traffic shall be routed along major roadways (Yosemite Avenue, Austin Road) and as far away as feasible from sensitive receptors (dwellings).*
- *Residences or noise-sensitive land uses adjacent to construction site(s) shall be notified of the construction schedule in writing. The construction contractor shall designate a “construction liaison” that would be responsible for responding to any local complaints (e.g., starting too early, bad muffler, etc.) and shall institute reasonable measures to correct the problem. The construction contractor shall conspicuously post a telephone number for the liaison at the construction site.*
- *The construction contractor shall hold a pre-construction meeting with the job inspectors and the general contractor/on-site manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and construction liaison) are completed.*

All of the above measures shall be included in the contract specifications that shall be reviewed and approved by the City of Manteca Development Services Department prior to the start of construction. The above measures would reduce noise generated by the construction of the Proposed Project to the extent feasible for the project’s size.

DBRm.

Mr. David Ruby, AICP, Senior Planner

August 26, 2026

Date

INITIAL STUDY

1. PROJECT TITLE

369 South Austin Road: General Plan Amendment No. GPA-23-116, Rezone No. REZ-23-117, and Tentative Parcel Map No. TPM-23-119

2. LEAD AGENCY NAME AND ADDRESS

City of Manteca
Development Services Department
1215 W. Center Street, Ste. 201
Manteca, CA 95337

3. CONTACT PERSON AND PHONE NUMBER

Mr. David Ruby, AICP, Senior Planner
druby@manteca.gov
(209) 456-8561

4. PROJECT LOCATION

The Proposed Project is located within the City of Manteca city limits, specifically, at 369 South Austin Road, as detailed in Table 1 below (APN: 228-020-50). The Proposed Project is located in the eastern portion of the City of Manteca, adjacent to the eastern city limit line, approximately 0.2 miles south of the Austin Road and Highway 120 intersection, as shown in Figure 2. Specifically, the Project site is bounded by single family homes to the north and east and vacant land to the south and west.

Table 1: Project Parcels

Property Address	Assessor Parcel Number	Lot Size	Land Use
369 S. Austin Road	228-020-50	0.74 gross acres	Vacant

5. PROJECT SPONSOR'S NAME AND ADDRESS

Mr. John Nama, Ms. Rakshana Karem, and Mr. Satya Pappur
1145 Clay Court
Fremont, CA 94536

6. EXISTING SETTING

The Project site is currently vacant and undeveloped. Historically, 369 South Austin Road was used for agricultural purposes but has remained vacant in recent years. The Project site is relatively flat with no trees on-site, as shown in the photos below.

Figure 1 – Site Photographs



Frontage of Property Looking West



Frontage of Property Looking North



Frontage of Property Looking South

7. EXISTING GENERAL PLAN DESIGNATION

The Project site is designated for Very Low Density Residential (VLDR) land uses per the City's 2043 General Plan, dated February 2024, as shown in Figure 5.

8. EXISTING ZONING

The existing zoning of the Project site is R-E, Residential Estate, as shown in Figure 7.

9. SURROUNDING LAND USES AND SETTING

Table 2, below, provides the Project site's surrounding land uses and setting:

Table 2: Surrounding Land Uses and Setting

	Land Use	Existing General Plan Land Use Designation	Existing Zoning
North	Single Family Home	Very Low Density Residential (VLDR)	Residential Estates (RE)
South	Vacant Land	Low Density Residential (LDR)	One-Family Dwelling (R-1)
East	Single-Family Homes	Very Low Density Residential (VLDR)	Agriculture-Urban Reserve (AU-20) (San Joaquin County)
West	Vacant Land	Commercial (C)	General Commercial (CG)

10. DESCRIPTION OF THE PROJECT

The Applicants, Mr. John Nama, Ms. Rakshana Kareem, and Mr. Satya Pappur, are requesting approval of a General Plan Amendment, Rezone, and Tentative Parcel Map to facilitate the subdivision and development of a 0.74±-acre (32,422± square-foot) site located at 369 South Austin Road (APN: 228-020-50). The proposed entitlements would allow the creation of four (4) residential parcels for the development of four (4) single-family dwellings and one (1) additional parcel (Parcel A) to be dedicated for future right-of-way improvements, as shown in Figure 4.

The proposed building pad sizes and lot areas for each parcel is summarized in Table 3 below:

Table 3: Proposed Parcels

Lot	Building Pad Size	Gross Area	Net Area
Lot 1	2,785 square feet	8,118 square feet	6,980 square feet
Lot 2	2,994 square feet	5,510 square feet	5,510 square feet
Lot 3	2,991 square feet	5,506 square feet	5,506 square feet
Lot 4	2,770 square feet	8,093 square feet	6,956 square feet
Parcel A	N/A	5,195 square feet	5,195 square feet
Total	11,540 square feet	32,422 square feet	30,147 square feet

A twenty-foot-wide access easement is proposed across Lots 1 and 4, which will provide access from each lot to South Austin Road. Additionally, Parcel A includes the easternmost 24 feet of the project site frontage along South Austin Road, which will be dedicated to the City for future Austin Road right-of-way and improvements.

The City of Manteca will provide water and sewer services to the Proposed Project via South Austin Road, as shown in Figure 4 (Tentative Parcel Map). The Proposed Project will install water and sewer line connections from each lot to the existing lines in South Austin Road. The Proposed Project is required to construct a storm drain trunk line that discharges into the City's existing storm drain line along the South Austin Road frontage of the proposed map. Lots 1 and 4 each include a ten-foot-wide easement along their southern property lines and a twenty-foot-wide access and utility easement, evenly divided between the two lots, along their common property line to accommodate the proposed utility connections.

As stated above, the Proposed Project includes the creation of four (4) residential parcels to accommodate the future development of four (4) single-family dwellings. The Proposed Project requires a General Plan Amendment, Rezone, and Tentative Parcel Map to accommodate the proposed density and lot sizes. The Very Low Density Residential (VLDR) General Plan land use designation and Residential Estates (R-E) Zoning District requires a minimum parcel size of 0.5 acres with a maximum density of two (2) dwelling units per acre. The proposed lots range in size from 5,506 square feet to 8,118 square feet, well under the required minimum parcel size. Therefore, the Proposed Project includes a General Plan Amendment from the existing land use designation of Very Low Density Residential (VLDR) to Low Density Residential (LDR) and a Rezone from Residential Estates (R-E) to One-Family Dwelling (R-1). Without the General Plan Amendment and Rezone, the existing parcel would only be permitted to have one (1) primary single-family dwelling unit.

Table LU-1 (Land Use Designations) of the City's 2043 General Plan states that the LDR land use designation allows for a density range of 2.1 to eight (8) dwelling units per acre. The Proposed Project consists of a density of approximately 5.4 dwelling units per gross acre and therefore is consistent with the LDR General Plan land use designation.

Per Manteca Municipal Code Table 17.22.020-1 (Allowed Uses and Required Entitlements for Manteca's Base Zoning Districts), single-family dwellings are a permitted use in the R-1 Zoning District.

11. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

There are no other public agencies whose approval is required for the Proposed Project.

12. HAVE CALIFORNIA NATIVE AMERICAN TRIBES TRADITIONALLY AND CULTURALLY AFFILIATED WITH THE PROJECT AREA REQUESTED CONSULTATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21080.3.1.

The City has not received any consultation requests in accordance with Section 21080.3.1 of the Public Resources Code. Consultation requests were submitted to the following Native American Tribes on June 24, 2026.

- Amah Mutsun Tribal Band
- Confederated Villages of Lisjan Nation
- Muwekma Ohlone Tribe
- Northern Valley Yokut/Ohlone Tribe
- Tule River Indian Tribe
- Wilton Rancheria
- Wuksachi Indian Tribe/Eshom Valley Band

Tribal Notification Letters submitted to the Native American Tribes noted above are on file at the City of Manteca Development Services Department, 1215 W. Center Street, Ste. 201, Manteca, CA 95337.

Figure 2 – Vicinity Map



Figure 3 – Project Location



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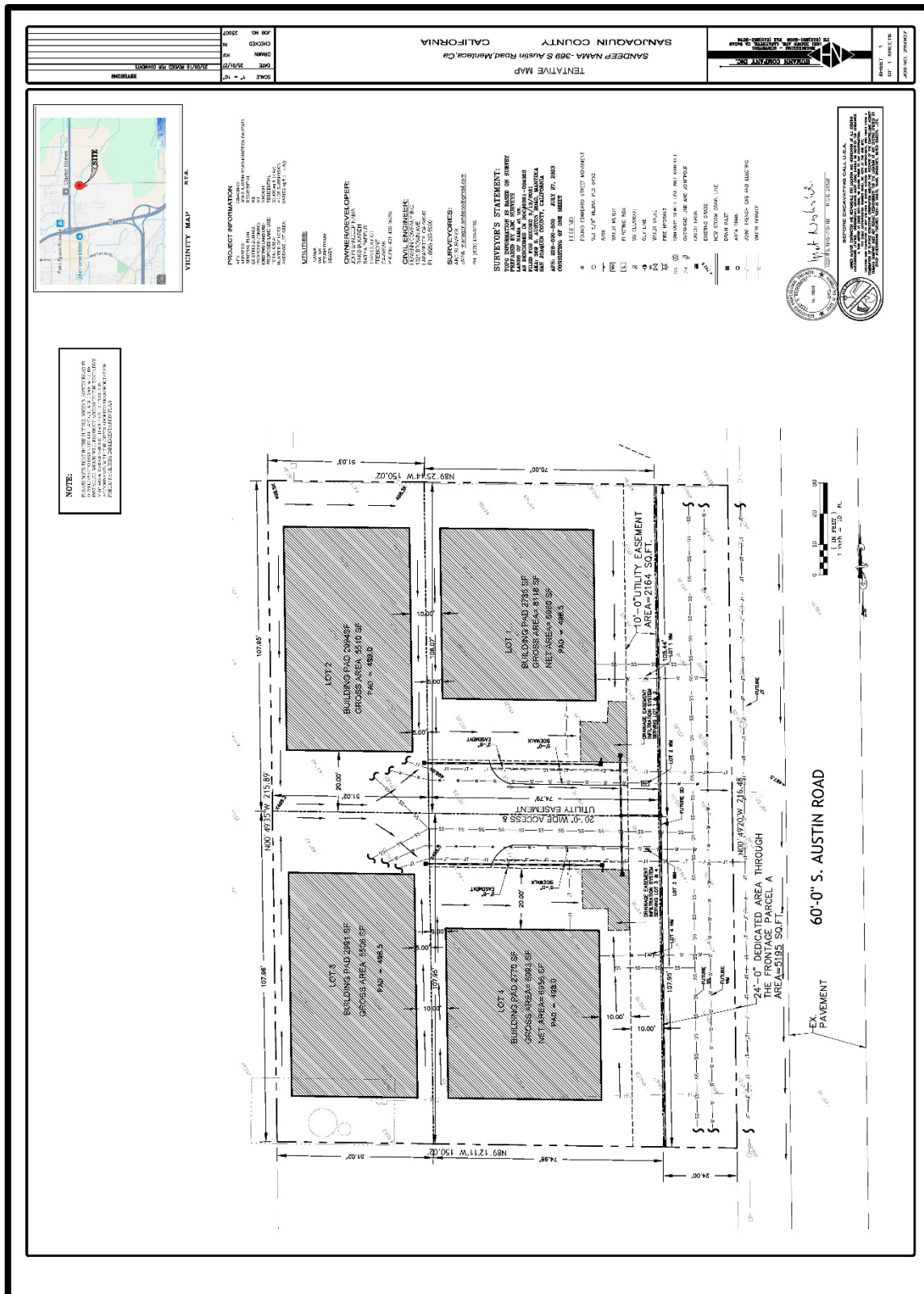


Figure 5 – Existing General Plan

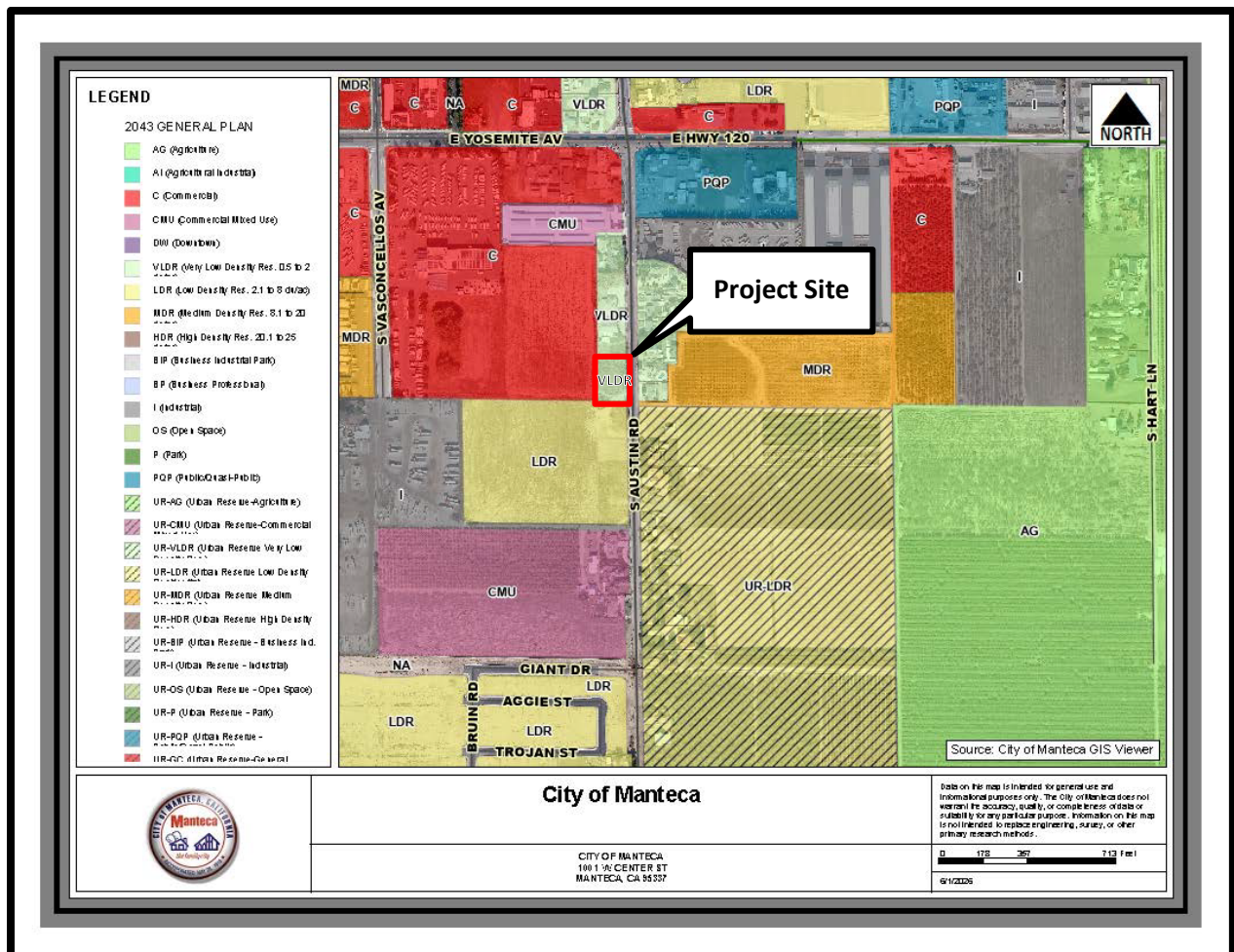


Figure 6 – Proposed General Plan

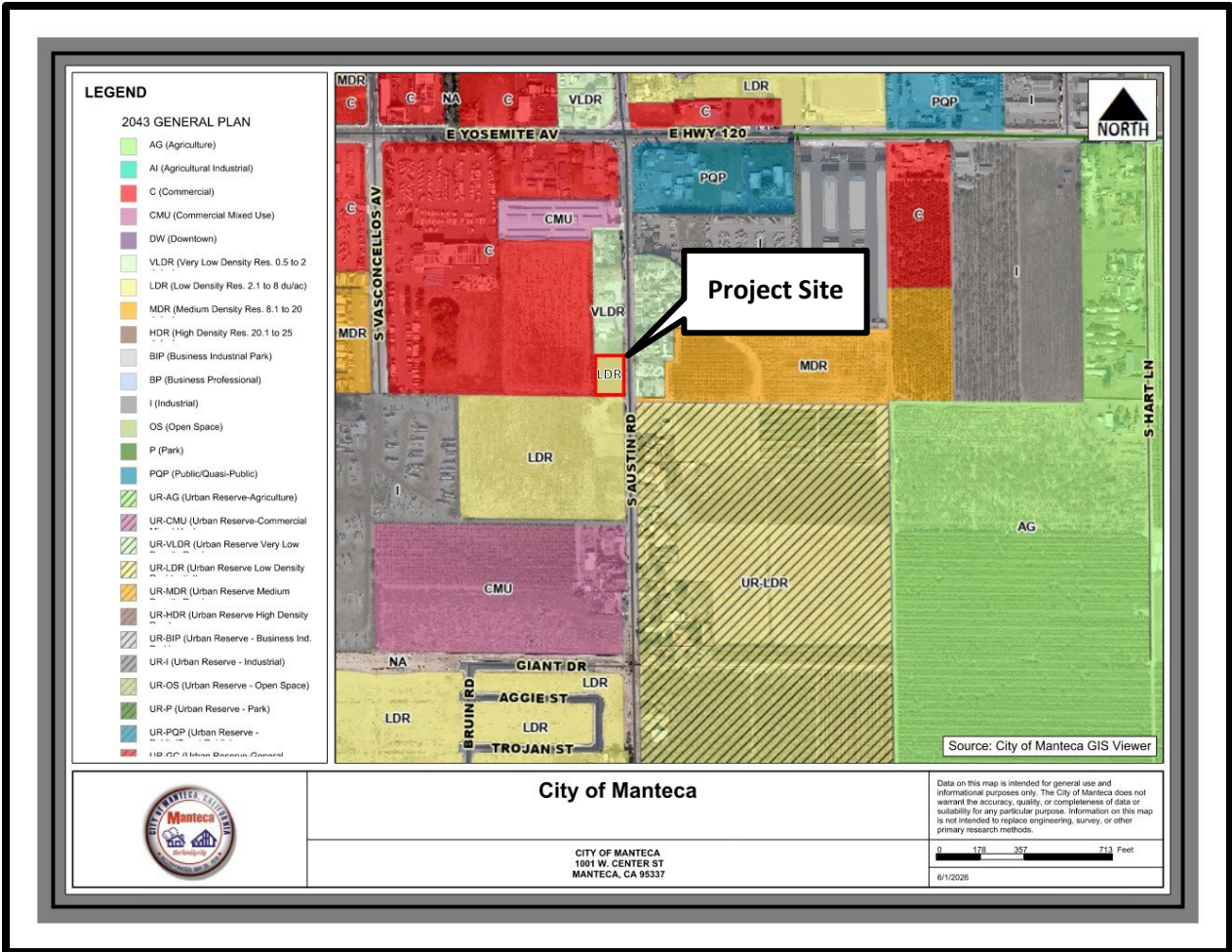


Figure 7 – Existing Zoning

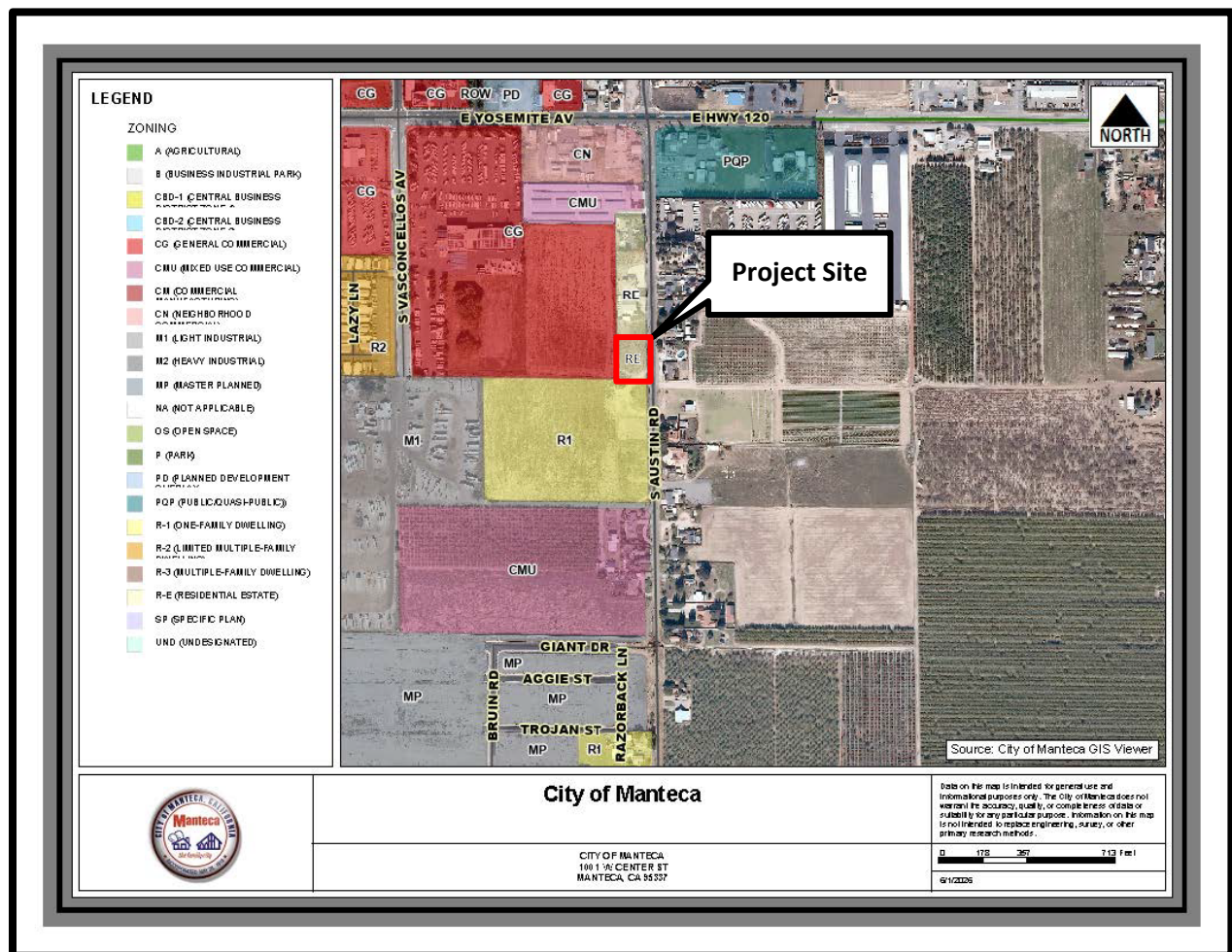


Figure 8 – Proposed Zoning

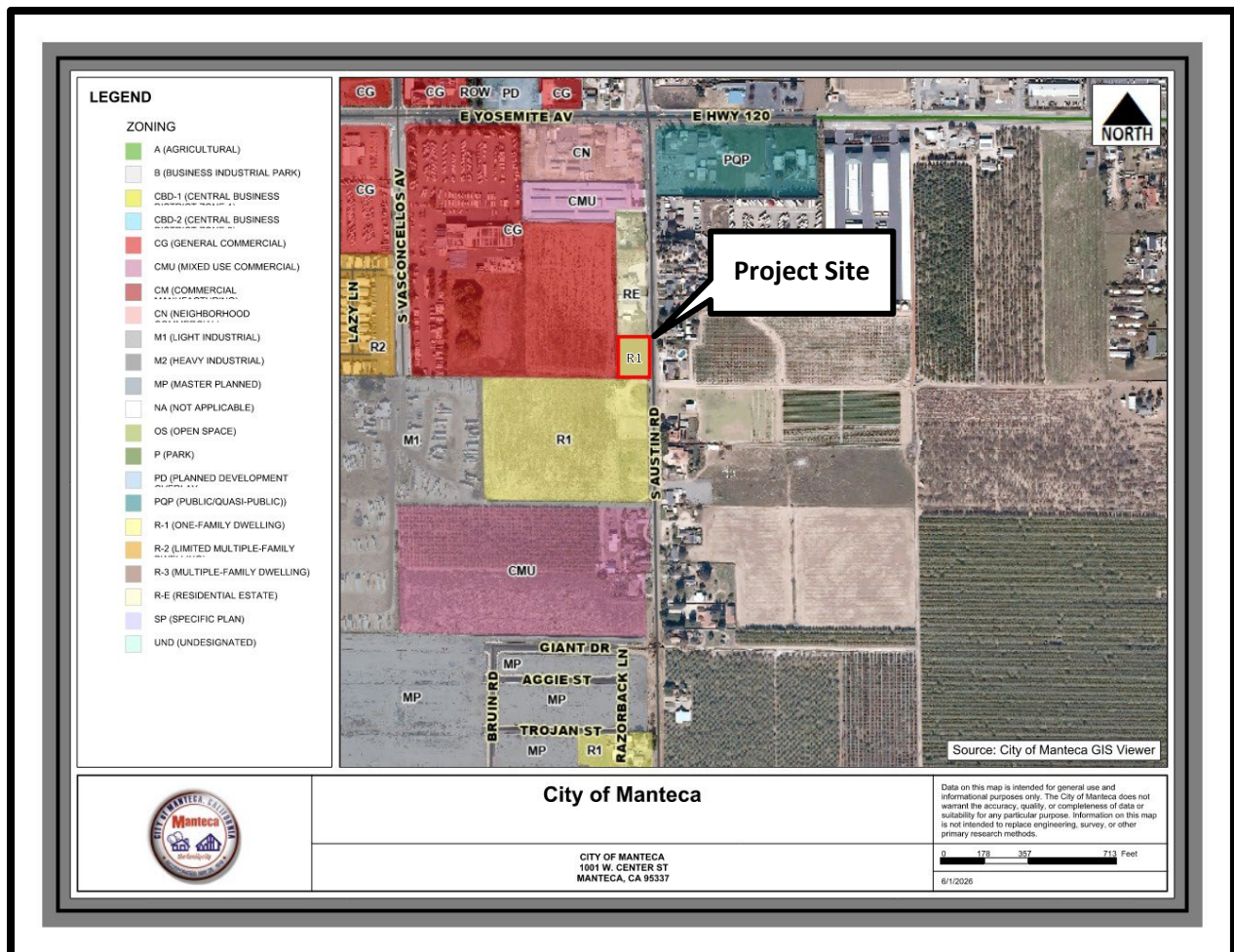
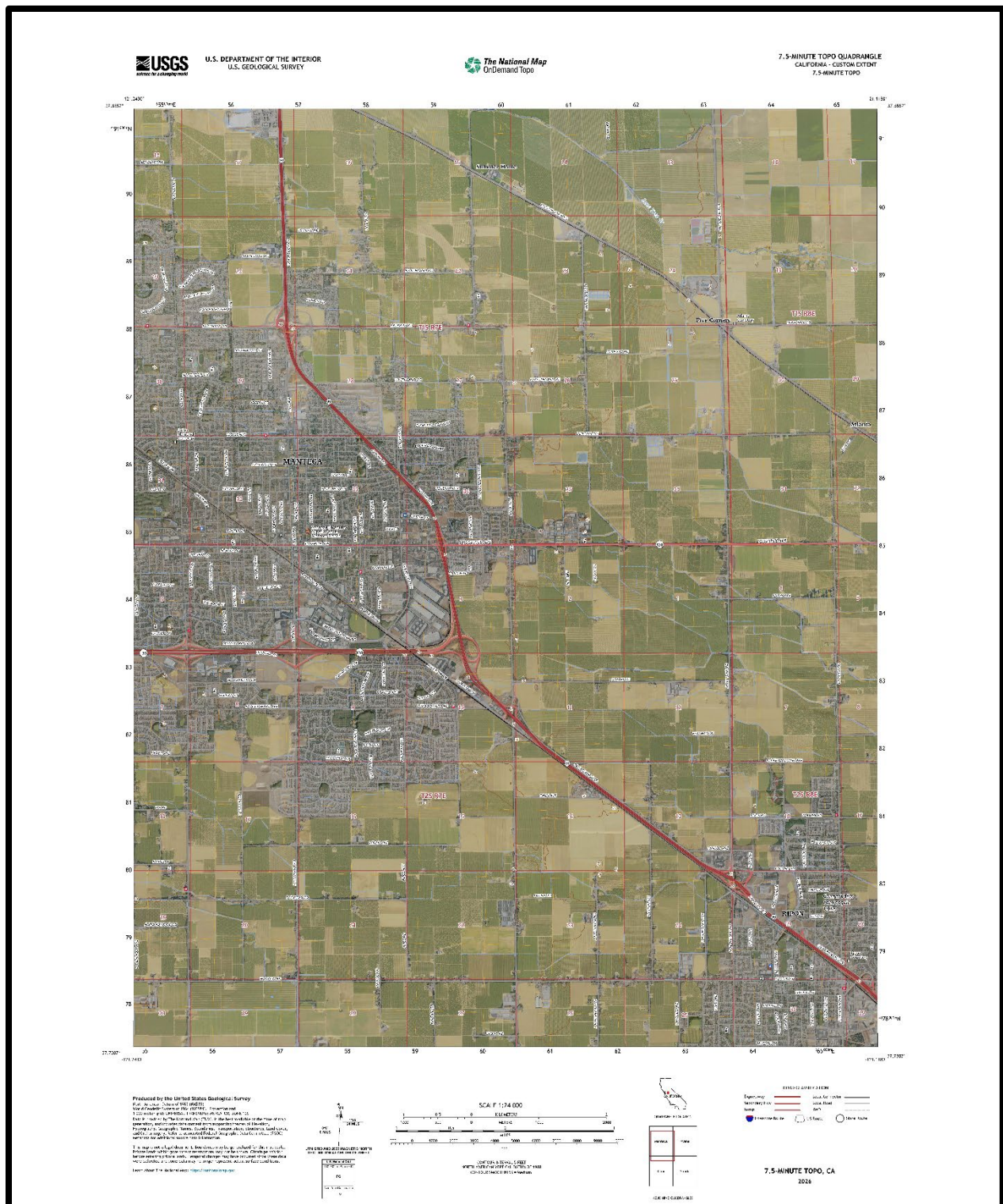


Figure 9 – USGS Topographic Map



13. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

14. LEAD AGENCY DETERMINATION:

On the basis of this initial evaluation:

	I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
X	I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the Project Proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
	I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
	I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
	I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.	
 _____ Mr. David Ruby, AICP, Senior Planner		August 26, 2026 _____ Date

SECTION 2.0 EVALUATION INSTRUCTIONS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines.

1. AESTHETICS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 points.) 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	

IMPACT ANALYSIS

- Would the project have a substantial adverse effect on a scenic vista?*
- Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway?*

A significant impact would be the Proposed Project having a substantial adverse effect on a scenic vista or scenic resources within a state scenic highway. Scenic vistas are generally interpreted as long-range views, while scenic corridors are comprised of short, middle-, and long-range views. Based on a review of the City of Manteca's General Plan and Environmental Impact Report (EIR), there are no officially designated scenic vistas in or near the Project Site. A scenic road is defined as a highway, road, driveway, or street that provides for the enjoyment of natural and human-made scenic resources, in addition to its transportation function. Scenic roads direct views to areas of exceptional beauty, natural resources or landmarks, or historic or cultural interest. The Project site is not near any of the designated State Scenic Highways per the California Department of Transportation's Statewide Scenic Highway Map. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

c. Would the project, 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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Project site is located adjacent to urban development and includes a General Plan Amendment, Rezone, and Tentative Parcel Map to facilitate the subdivision and development of a 0.74±-acre (32,422± square-foot) parcel (APN: 228-020-50). The proposed entitlements would allow the creation of four (4) residential parcels, with one (1) single-family residential dwelling unit developed on each of the created parcels, as well as one (1) additional parcel (Parcel A) to be dedicated for future road right-of-way improvements.

The Proposed Project includes a proposed Rezone from Residential Estates (R-E) to One-Family Dwelling (R-1), which allows single-family residential development. Policy LU-3.2 in the City's General Plan states: *"Require the design of new residential development to be consistent with any applicable design guidelines, including complete streets standards, to ensure harmony with Manteca's unique character and compatibility with existing surrounding land uses."* The Proposed Project is compatible with the applicable zoning designation for the site and would not introduce structures that would contrast with existing development surrounding the Project site.

Furthermore, the Proposed Project will be required to comply with any applicable design guidelines, including the design standards in Section 16.23, Land Division Improvements, of the Manteca Municipal Code, which is intended to promote harmony in appearance in neighborhoods and to reduce negative aesthetic impacts. The Proposed Project will also be required to comply with applicable landscaping standards, as specified in Chapter 17.48 of the City's Zoning Ordinance. Design standards and landscaping will be reviewed for conformance as part of the building permit and Improvement Plan review. As such, the Proposed Project will have a **Less Than Significant Impact**.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

A significant impact would be one that creates a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Residential development of this size and scope does not typically result in substantial light or glare impacts, as the lighting utilized is standard for single-family residential development. In addition, the Project site is designated for development that the Proposed Project considers, and it is therefore consistent with the land use designations applied to the Project site. In addition, the Proposed Project will be required to adhere to Chapter 17.50, Lighting, of the Manteca Municipal Code, as well as the following Policies of the General Plan:

- CD 2.10: Require that lighting and fixtures be integrated with the design and layout of a project and that they provide a desirable level of security and illumination.
- CD 2.11: Encourage the incorporation of lighting into signage design when appropriate in order to minimize glare and light spillage while accentuating the design of the signage.
- CD 8.4: For lighting in rural areas of the community, provide:
 - Minimal levels of street, parking, building, site and public area lighting to meet safety standards and provide direction;
 - Directional shielding for all exterior lighting to minimize the annoyance of direct or indirect glare;
 - Automatic shutoff or motion sensors for lighting features in newly developed areas.

Implementation Measure CD-8a of the City's General Plan also states the following:

Require projects developing on the fringe of the City or adjacent to agricultural or rural residential uses to be compatible with the character of the area, including implementing the City's light and glare standards, use of appropriate materials and design, and siting of more intense uses away from rural and agricultural uses, where feasible.

The Proposed Project will be required to adhere to the Policies and Implementation Measure listed above, which will be reviewed and confirmed during Building Permit and Improvement Plan review.

All exterior lighting installed as a part of any future development of the site will be required to be designed in such a way as to minimize glare and light spill in order to preserve existing day-time/night-time views. In addition, the Proposed Project is adjacent to urban development with existing sources of light and glare. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

2. AGRICULTURE AND FORESTRY RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to 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	

IMPACT ANALYSIS

- a. *Would the project convert Prime Farmland, Unique Farmland, 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?*

The California Important Farmland Map (2022) issued by the California Department of Conservation designates the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps categorize farmland, in decreasing order of soil quality, as “Prime Farmland,” “Farmland of Statewide Importance,” “Unique Farmland,” and “Farmland of Local Importance.” The first three (3) categories are defined as “Farmland” by CEQA Guidelines Appendix G. According to the Important Farmland Map, the Project site is classified as “Farmland of Statewide Importance”. This is also represented in Figure 3.2-1, Important Farmlands in the Manteca General Plan EIR.

The Project site is currently vacant and undeveloped, but has been historically used for agricultural purposes. The Proposed Project includes a Rezone from Residential Estates (R-E) to One-Family Dwelling (R-1) and therefore is designated for urban development. Additionally, agricultural uses are not permitted in the R-E or R-1 Zoning District, per Chapter 17.22 of the City’s Municipal Code.

The Proposed Project will also have to adhere to the following Policies and Implementation Measures of the General Plan:

- RC-7.5: Minimize conflicts between agricultural and urban land uses.
- RC-7.6: Ensure that urban development near existing agricultural lands will not unnecessarily constrain agricultural practices or adversely affect the economic viability of nearby agricultural operations.
- RC-7.11: Require the development projects to reduce impacts on agricultural lands through the use of buffers, such as greenbelts, drainage features, parks, or other improved and maintained features, in order to separate residential and other sensitive land uses, such as schools and hospitals, from agricultural operations and from lands designated Agriculture and through payment of the Agricultural Mitigation Fee established by Municipal Code Chapter 13.42, as may be amended.
- RC-7e: Apply the following conditions of approval where urban development occurs next to farmland:
 - Require notifications in urban property deeds that agricultural operations are in the vicinity, in keeping with the City’s right-to- farm ordinance.
 - Require adequate and secure fencing at the interface of urban and agricultural use.
 - Require phasing of new residential subdivisions; so as to include an interim buffer between residential and agricultural use.
 - Require a buffer, which may include a roadway and landscaped buffer, open space transition area, or low intensity uses, between urban uses and lands designated Agriculture on the Land Use Map.

Based on the analysis above, the Proposed Project will have a **Less Than Significant Impact**.

- b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c. *Would the project 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 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The Williamson Act preserves agricultural land by means of a contract between the landowner and local government that keeps the contracted land in agricultural use in exchange for a lower property tax assessment. The Project site is not under a Williamson Act Contract.

Additionally, as stated in “a)” listed above, the Project site’s current and proposed zoning under the Proposed Project does not allow agricultural uses. Furthermore, the Project site does not contain forest land, timberland, or timberland zoned Timberland Production as defined in Public Resources Code Sections 12220(g) and 4526 and Government Code Section 51104(g). Therefore, the Proposed Project will not result in the loss of forest land or conversion of forest land to non-forest use. As such, the Proposed Project will have **No Impact**.

- e. *Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

A significant impact would occur if the Proposed Project resulted in the conversion of farmland into non-agricultural use. As stated in “a)” listed above, the Proposed Project will convert Farmland of Statewide Importance to non-agricultural uses. However, the Project site currently consists of vacant land, of which does not have a current use of agricultural production, and has a land use designation for urban uses as denoted in the General Plan. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

3. AIR QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			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

Air Quality Regulatory Framework

The Proposed Project is located in the City of Manteca within the San Joaquin Valley Air Basin (SJVAB) and the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD). Regional and local air quality is impacted by topography, dominant airflows, atmospheric inversions, and season.

The National Ambient Air Quality Standards (NAAQS) establish the level of an air pollutant above which detrimental effects to public health or welfare may result. The NAAQS are defined as the maximum acceptable concentrations that, depending on the pollutant, may not be equaled or exceeded more than once per year or in some cases as a percentile of observations. California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (i.e., California Ambient Air Quality Standards [CAAQS]). California has also established CAAQS for sulfates, hydrogen sulfide, and vinyl chloride; however, air emissions are not expected to occur under the project and, thus, these pollutants are not addressed further.

If a pollutant concentration in an area is lower than the established standards, the area is classified as being in “attainment” for that pollutant. If the pollutant concentration meets or exceeds the standard (depending on the specific standard for the individual pollutants), the area is classified as “nonattainment” area. If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated as “unclassified.”

The State attainment status for San Joaquin Valley is currently nonattainment/severe for 1-hour ozone standards, nonattainment for 8-hour ozone standards, nonattainment for 24-hour and annual arithmetic mean for PM₁₀ standards, and nonattainment for annual arithmetic mean for PM_{2.5} standards. The national attainment status for San Joaquin Valley is currently nonattainment/extreme for 8-hour ozone standards and nonattainment for 24-hour and annual arithmetic mean for PM_{2.5} standards. State and national standards of all the other criteria pollutants are classified as attainment and/or unclassified.

The SJVAPCD is responsible for controlling emissions primarily from stationary sources within the San Joaquin Valley. The SJVAPCD, in coordination with eight countywide transportation agencies, is also responsible for developing, updating, and implementing air quality attainment plans for the SJVAB. The SJVAPCD also has roles under the California Environmental Quality Act.

The SJVAPCD attains and maintains air quality conditions in the SJVAB through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean area strategy of the SJVAPCD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollutants. The SJVAPCD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the federal Clean Air Act (CAA) and California Clean Air Act (CCAA).

The SJVAPCD has developed the following plans to attain and maintain the State and federal standards:

- The 2024 Plan for the 2012 PM_{2.5} Standard.
- The 2018 Plan for the 1997, 2006, and 2021 PM_{2.5} Standard.
- The 2016 Plan for the 2008 8-hour Ozone Standard.
- The 2013 Plan for the Revoked 1-hour Ozone Standard.
- The 2004 Revisions to the Carbon Monoxide Maintenance Plan.

In addition to regulating criteria pollutants for attainment of State and federal standards, the California Air Resources Board (ARB) and SJVAPCD regulate and control emissions of toxic air contaminants (TACs) to further protect human health. TACs are a class of pollutants that include hundreds of chemicals hazardous to human health. Long-term exposure of TACs may cause more severe health effects, such as neurological damage, hormone disruption, developmental defects, and cancer. TAC emissions are highly localized and are emitted from mobile sources such as cars, trucks, and marine and rail sources as well as stationary and area sources. The ARB and SJVAPCD address emissions via mobile sources strategies, stationary source permitting requirements, and health risk thresholds for new development under review in the CEQA process.

Particulate matter poses significant health risks, both as fine particulate matter (PM_{2.5}) and as diesel PM, a toxic air contaminant. Studies indicate that diesel particulate matter (DPM) poses the greatest health risk among airborne TACs. The ARB conducted a 10-year research program which demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic long-term health risk. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operation conditions, fuel composition, lubricating oil, and whether an emission control system is present. This has serious adverse health impacts because PM_{2.5} can travel deep into lungs and enter the bloodstream. Fine PM originates from a variety of sources, including fossil fuel combustion, residential wood-burning, cooking, wildfires, and dust. Researchers established long ago that exposure to PM_{2.5} has negative effects on the respiratory system, such as triggering asthma attacks, aggravating bronchitis, and diminishing lung function. More recent studies have found that PM_{2.5} can also harm the cardiovascular system, and studies have found a clear correlation between PM_{2.5} levels, exposure, and mortality. Studies also indicate that exposure to PM_{2.5} may be related to other negative health effects, including impacts on the brain, such as reduced cognitive function, as well as increased risk of diabetes.

Thresholds of Significance

Per Appendix G of the CEQA Guidelines and SJVAPCD Guidance, a significant impact would occur if the Proposed Project would:

- a) Conflict or obstruct implementation of the applicable air quality plan.
- b) Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is nonattainment under an applicable federal or State Ambient Air Quality Standard.
- c) Expose sensitive receptors to substantial pollutant concentrations.
- d) Create objectionable odors affecting a substantial number of people.

The final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines; however, the SJVAPCD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. The SJVAPCD's quantitative air pollution significance thresholds are the following:

Table 4: San Joaquin Valley Air Pollution Control District Significance Thresholds

Pollutant/Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
	<i>Emissions (tpy)</i>	<i>Emissions (tpy)</i>	<i>Emissions (tpy)</i>
ROG	10	10	10
NO _x	10	10	10
CO	100	100	100
SO _x	27	27	27
PM ₁₀	15	15	15
PM _{2.5}	15	15	15
Notes: CO = carbon monoxide NO _x = oxides of nitrogen PM ₁₀ = particulate matter with aerodynamic diameter less than 2.5 microns PM _{2.5} = particulate matter with aerodynamic diameter less than 10 microns ROG = reactive organic gases SO _x = sulfur oxides TPY = tons per year Source: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guide for Assessing and Mitigating Air Quality Impacts			

Projects that do not generate emissions in excess of these thresholds are considered to have less than significant air quality impacts. SJVAPCD also provides thresholds for localized significance and that project-related impacts on air quality may be significant when on-site emission increases from construction activities or operational activities exceed the 100 pounds per day screening level of any criteria pollutant after implementing all enforceable mitigation measures. Impacts from projects with on-site criteria pollutant emissions below these levels are not expected to result in concentrations exceeding the Ambient Air Quality Standards (AAQS) and considered to be less than significant. Projects with emissions above these thresholds would be required to conduct an Ambient Air Quality Analysis (AAQA) to demonstrate that the emissions of criteria pollutants would not cause localized impacts or concentrations exceeding AAQS.

The SJVAPCD's *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI), dated March 19, 2015, includes a Small Project Analysis Level (SPAL) screening tool to determine pre-quantified emissions for specific project types and sizes, which ultimately concludes that these projects would not exceed applicable thresholds of significance for criteria pollutants. SJVAPCD's Indirect Source Review (ISR) rule exempts small development projects from project-specific mitigation requirements. Additionally, the SPAL screening tool concludes that developments considered to be "small development projects" emit less than two (2) tons per year of either PM₁₀ or NO_x, which is substantially lower than SJVAPCD's 10-ton per year significance thresholds. Furthermore, as the tailpipe emissions from motor vehicles continue to decline, these projects will emit even less today than was estimated in 2005 when this rule was adopted.

In addition, two (2) tons per year is expected to result in daily emissions of less than the 100 lb/day screening level for either NO_x or PM₁₀ that SJVAPCD concluded that projects under the Indirect Source Review (ISR) exemption thresholds will have a less than significant impact on air quality.

IMPACT ANALYSIS

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

A significant impact would be one that conflicts with or obstructs implementation of the applicable air quality plan. The Proposed Project will not interfere with the applicable Air Quality Plan (AQP) as it is consistent with growth assumptions used to form the applicable AQP and it implements all available and feasible air quality control measures.

However, implementation of the Proposed Project will generate both temporary (construction) and long-term (operational) emissions, which could conflict with or obstruct with the SJVAPCD's adopted AQP for ozone and PM₁₀. The SJVAPCD is required to submit a "Rate of Progress" document to the ARB that demonstrates past and planned progress toward reaching attainment for all criteria pollutants. The CCAA requires air pollution control districts with severe or extreme air quality problems to provide for a 5 percent reduction in nonattainment emissions per year. The AQP prepared for the San Joaquin Valley by SJVAPCD complies with this requirement. The ARB reviewers approve or amend the document and forward the plan to the United States Environmental Protection Agency (EPA) for final review and approval within the State Implementation Plan.

This document proposes the following criteria for determining project consistency with the current AQPs:

- **Criterion 1:** Will the project support the primary goals of the AQP?
- **Criterion 2:** Will the project comply with applicable control measures in the AQP?
- **Criterion 3:** Will the project disrupt or hinder implementation of any AQP control measures?

Air Quality Plan Evaluation Guidelines

The CEQA Guidelines and CAA (Sections 176 and 316) contain specific references regarding the need to evaluate consistencies between the Proposed Project and the applicable AQP for the projects. To accomplish this, the ARB has developed a three-step approach to determine project conformity with the applicable AQP:

1. *Determination that an AQP is being implemented in the area where the project is being proposed.* SJVAPCD's most recently adopted Air Quality Management Plan is its current, modified 2016 8-hour AQP that is approved by the ARB and EPA for the 2008 8-hour O₃ standard.
2. *The project must be consistent with the growth assumptions of the applicable AQP.* San Joaquin Council of Governments (SJCOG) growth modeling for the 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) provides for future employment/population factors.

3. *The project must contain in its design all reasonably available and feasible air quality control measures.* The Proposed Project incorporates Regulation VIII dust measures and would comply with Rule 9510.

As noted above, implementation of the Proposed Project will generate both temporary and long-term operational emissions, which could conflict with or obstruct air quality attainment and maintenance efforts. Consistency with AQPs is typically conducted based on a comparison of project-generated growth in employment, population, and VMT within the region, which is used for development of the emissions inventories contained in the AQPs. In addition, projects that exceed applicable project-level CEQA significance thresholds would also be considered to have a potentially significant cumulative impact to regional air quality, which could interfere with regional air quality attainment and planning efforts.

As discussed in the Regulatory Setting above, SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) includes a Small Project Analysis Level (SPAL) screening tool to determine pre-quantified emissions for specific project types and sizes, which ultimately concludes that these projects would not exceed applicable thresholds of significance for criteria pollutants. Per SJVAPCD's SPAL, residential projects that include less than 50 dwelling units are considered to be a small development project that will not exceed SJVAPCD's significance thresholds for criteria pollutants. The Proposed Project includes the development of four (4) dwelling units and therefore is considered to be a small development project per SJVAPCD's SPAL. As such, the Proposed Project will have a less than significant impact on air quality and is excluded from quantifying criteria pollutant emissions for CEQA purposes.

The Proposed Project is also consistent with the proposed land use designation of Low Density Residential (LDR) in the City's General Plan and the proposed zoning of One-Family Dwelling (R-1). In addition, as noted below, project-generated emissions will not exceed SJVAPCD's project-level significance thresholds and impacts will be less than significant.

Construction Emissions

Construction of the Proposed Project would generate temporary criteria for pollutant emissions primarily due to the operation of construction equipment and truck trips. As previously noted, the Project Site is vacant and undeveloped, and construction of the Proposed Project would not result in the demolition of buildings/structures. Therefore, associated emissions from building/structure demolition would not be generated. Site preparation and grading typically generates the greatest amount of emissions due to the use of grading equipment and soil hauling.

Since the Proposed Project includes a total of four (4) single-family dwelling units, grading and construction emissions would be localized and short in duration. Compliance with standard construction best management practices (BMPs) would further reduce any emissions resulting from temporary construction activity.

Furthermore, the Proposed Project would comply with all applicable SJVAPCD rules and regulations. Due to the low density of the proposed development and short construction period, it is anticipated that the Proposed Project would not have a significant increase of air pollutants that would exceed any SJVAPCD

Significance Thresholds on an annual basis, consistent with the SJVAPCD's Small Project Analysis Levels (SPAL).

Moreover, emissions would be further reduced with the required compliance of the Proposed Project with SJVAPCD's Rule 9510 (Indirect Source Review [ISR]), which requires projects to reduce NO_x emissions by 20 percent. Therefore, the Proposed Project would not result in emissions of a magnitude that would obstruct the air quality planning goals set forth by the SJVAPCD and will have a **Less Than Significant Impact**.

Implementation Measure RC-5f of the City's General Plan states the following:

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.*

Consistent with Implementation Measure RC-5f, the Proposed Project will comply with District Rule 8021 during construction as the Project will implement all required dust control measures and, 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 standards.

Overall, based on the above, any impacts to criteria pollutants designated as nonattainment with the SJVAPCD will be reduced and construction of the Proposed Project will not result in a conflict with, or obstruct implementation of, applicable AQPs. Therefore, the impacts from construction would be **Less Than Significant**.

Operational Emissions

Long-term emissions associated with the Proposed Project will include emissions from vehicle trips (mobile sources), natural gas, and electricity use (energy sources), landscape maintenance equipment, consumer products, and architectural coating associated with onsite development (area sources). Due to the low density of the proposed development and proposed uses, it is anticipated that the Proposed Project will not have a significant increase of air pollutants that would exceed the SJVAPCD's Thresholds of Significance. Therefore, emissions are presumed to be below levels that would result in localized exceedances of the AAQS and a project-specific AAQA was not required. In addition, the residential units developed as part of the Proposed Project will be required to adhere to current California Building Code requirements, including Title 24, which provides energy efficient requirements for residential construction (i.e. solar). Therefore, the Proposed Project will have a **Less Than Significant Impact**.

- b. Would the project 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?*

A significant impact would be one that results 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. As stated above, the State attainment status for San Joaquin Valley is currently nonattainment/severe for 1-hour ozone standards, nonattainment for 8-hour ozone standards, nonattainment for 24-hour and annual arithmetic mean for PM₁₀ standards, and nonattainment for annual arithmetic mean for PM_{2.5} standards. The national attainment status for San Joaquin Valley is currently nonattainment/extreme for 8-hour ozone standards and nonattainment for 24-hour and annual arithmetic mean for PM_{2.5} standards. State and national standards of all the other criteria pollutants are classified as attainment and/or unclassified.

Construction and operational emissions of ozone precursors (Reactive Organic Gases and nitrogen dioxide) could cumulatively contribute to pollutant concentrations that would exceed the federal and state ambient air quality standards. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects as analyzed in criterion "a)" listed above.

The Proposed Project will have a Less Than Significant Impact on air quality and is excluded from quantifying criteria pollutant emissions for CEQA purposes. Therefore, the Proposed Project will not result in significant cumulative health impacts because the emissions are not at a level that would be considered cumulatively significant. As such, the Proposed Project will have a **Less Than Significant Impact**.

- c. Would the project expose sensitive receptors to substantial pollutant concentrations?*

A significant impact would be one that exposes sensitive receptors to pollutant concentrations. Sensitive receptors are particular to air pollution because they are persons that are ill, elderly, or have lungs that are not fully developed. Locations where such persons reside, spend considerable amount of time, or engage in strenuous activities are also referred to as sensitive receptors. Typical sensitive receptors include inhabitants of long-term healthcare facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic fields. There are residential properties directly north of the Project site and directly across Austin Road to the east. In addition, the nearest school is Calla High School, located approximately 750 feet to the north from the Project site.

The Proposed Project will allow for the construction of four (4) single-family dwelling units and related infrastructure. The Proposed Project will not introduce new, incompatible, or unpermitted uses that would otherwise exacerbate air pollution or environmental contaminants and negatively impact nearby sensitive receptors. In addition, as stated under criterion "a)" listed above, emissions during construction or operation would not exceed the significance thresholds and would not be anticipated to result in concentrations that reach, or surpass, ambient air quality standards.

Project construction would involve the use of diesel-fueled vehicles and equipment that emit diesel particulate matter (DPM), which is considered a Toxic Air Contaminant (TAC). DPM includes exhaust PM10 and PM2.5. Health risks from TACs are a function of both concentration and duration of exposure. Although DPM would be emitted during construction, emissions would be temporary and last only during construction activities. In addition, construction activities would be required to comply with all rules and regulations by the SJVAPCD. Additionally, anticipated development of the Project site would include residential uses only, which is not a use that would generate toxic emissions. As such, Proposed Project air quality impacts on sensitive receptors will be **Less Than Significant**.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Odor impacts on residential areas and other sensitive receptors, such as hospitals, daycare centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often resulting in citizen complaints to local governments. Odor can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception.

According to the SJVAPCD, analysis of odor impacts should be conducted for the following two (2) situations:

Generators: projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate; and

Receivers: residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

The SJVAPCD provides a suggested screening distance for a variety of odor-generating land uses and operations. Those distances are used as a guide to assess whether nearby facilities could be sources of significant odors. Projects that would site a new sensitive receptor farther than the applicable screening distances from an existing odor source are not likely to have a significant impact. These screening distances by type of odor generator are listed in Table 5.

Table 5: Screening Levels for Potential Odor Sources

Land Use/Type of Operation	Project Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Facility	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Source: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI).	

The Proposed Project is not in a category of generator sources listed in Table 5 and single-family dwellings are not known sources of odorous emissions. Additionally, there are no land uses listed in Table 5 that are in close proximity to the Project site. The closest ‘generator’ of potentially offensive odors is the truck parking facility located approximately 700 feet to the west.

Neither construction nor long-term operations of the Proposed Project are anticipated to generate any significant objectionable odors that affect a substantial number of people. Considering the low intensity of potential odor emissions (vehicle emissions), the Proposed Project’s operational activities would not expose receptors to objectional odor emissions. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

4. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			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	

IMPACT ANALYSIS

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

A significant impact would occur if the Project had a substantial adverse effect on any candidate, sensitive, or special status species (rare, endangered, or threatened). Special status species include plant and/or wildlife that are legally protected under the federal Endangered Species Act, the California Endangered Species Act, or other laws and regulations, or are considered rare enough by the scientific community and trustee agencies to warrant special consideration. According to the City's General Plan EIR, there have been no documented occurrences of special status plant or animal species on the Project site. Additionally, the Proposed Project will be required to adhere to the General Plan Policies listed below:

- RC-6.2: Undeveloped land that is designated for urban uses may be developed if needed to support economic development, improve the City's housing stock and range of housing types, and if the proposed development is consistent with the General Plan Land Use Map.
- RC-7.2: Provide an orderly and phased development pattern, encouraging the development of vacant lands within City boundaries prior to conversion of agricultural lands, so that farmland is not subjected to premature development pressure.
- RC-8.10: Continue to support regional efforts to address issues related to urban development, habitat conservation and agricultural protection through participating in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).

The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) is a comprehensive program for assessing and mitigating the biological impacts of converting open space or biologically sensitive lands to urban development in San Joaquin County, including the City of Manteca. The San Joaquin Council of Governments (SJCOG) implements the SJMSCP on a project-by-project basis.

For the conversion of open space to non-open space uses that affect covered plant, fish, and wildlife species, 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 lands outside the project site. In addition to fee payments, the SJMSCP identifies and requires the applicants to abide by Incidental Take Minimization Measures (ITMMs), which are protection measures that avoid direct impacts of development on special-status species. Per the SJMSCP, the Project site is in the Category B – Other Open Spaces Pay Zone A and is classified as “Urban.” The project is subject to SJMSCP fees and may obtain coverage under the SJMSCP for potential biological impacts.

As required by Implementation Measure RC-8a of the City's General Plan, the Proposed Project would be required to participate in the SJMSCP, as specified in the Mitigation Measure below. Implementation of Mitigation Measure BIO-1 would reduce project impacts on special-status species to a level that would be less than significant.

Based on the analysis above, the Proposed Project will have a **Less Than Significant Impact with Mitigation Incorporated**.

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

A significant impact would occur if the Proposed Project had a substantial adverse impact 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 Wildlife or U.S. Fish and Wildlife Service. A sensitive natural community is a biological community that is regionally rare, provides important habitat opportunities for wildlife, is structurally complex, or is in other ways of special concern to local, State, or Federal agencies. There are no streams or surface waters on, or near, the Project site; therefore, there is no riparian habitat in the Project vicinity. There are no sensitive natural communities on, or near, the Project site. As previously stated, the Project site is currently vacant and is adjacent to existing single-family dwellings and vacant land. Therefore, the Proposed Project is not expected to adversely affect any riparian habitat, sensitive natural communities, or designated critical habitat. As a result, the Proposed Project will have a **Less Than Significant Impact**.

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

A significant impact would occur if the Proposed Project would have a substantial adverse effect on state or federally protected wetlands. Waters of the U.S. include navigable waterways, their tributaries, and adjacent wetlands. More specifically, Waters of the U.S. encompass territorial seas, tidal waters, and non-tidal waters, along with perennial and intermittent creeks and drainages; lakes, seeps, and springs; emergent marshes; riparian wetlands; and seasonal wetlands. Under Section 404 of the Clean Water Act, a permit issued by the U.S. Army Corps of Engineers must be secured prior to the discharge of dredged or fill materials into these waters. Waters of the State, subject to oversight by the State Water Resources Control Board (SWRCB) and by RWQCB with jurisdiction over the affected water, include isolated wetlands not covered by federal regulations.

Based on a review of the City's General Plan and General Plan EIR, there are no wetlands, streams, or other surface waters on or near the Project site. Additionally, the U.S. Fish and Wildlife Service's National Wetlands Inventory mapping does not identify any wetland features within the Project site. The nearest mapped riparian or wetland features are located off-site and would not be directly or indirectly affected by the construction or operation of the Proposed Project. The nearest river to the Project site is the San Joaquin River, which is approximately 6.5 miles to the west.

General Plan Policy RC-8.1 of the City's General Plan states the following: *"Protect sensitive habitats that include creek corridors, wetlands, vernal pools, riparian areas, wildlife and fish migration corridors, native plant nursery sites, waters of the United States, sensitive natural communities, and other habitats designated by State and Federal agencies."* The following Implementation Measures are also included in the City's General Plan:

- RC-8c: Until such time that a Clean Water Act regional general permit or its equivalent is issued for coverage under the SJMSCP, acquisition of a Section 404 permit by project proponents will continue to occur as required by existing regulations. Project proponents shall comply with all requirements for protecting federally protected wetlands.
- RC-8h: Utilize existing regulations and procedures, including but not limited to, the Zoning Ordinance and the environmental review process, in order to address impacts to special-status species and conserve sensitive habitats, including wetlands and riparian habitat.
- RC-1h: Conserve, and where feasible, create or restore areas that provide important water quality benefits such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals.

The Proposed Project will comply with the applicable General Plan Policies and Implementation Measures and will not result in direct impacts to potential jurisdictional wetlands and other waters of the U.S. and/or state. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

A significant impact would occur if the Proposed Project substantially interfered 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. Wildlife corridors refer to contiguous tracts of habitat that connect larger areas of habitat and facilitate genetic exchange within a population or between subpopulations by allowing for movement within or between habitat patches. As noted above, there are no streams on or near the Project site and the site is not part of a designated wildlife movement corridor. The Project site is located approximately 6.5 miles east of the San Joaquin River.

As noted in the Manteca General Plan EIR, development projects will be required to comply with the General Plan and adopted Federal, State, and local regulations for the protection of movement corridors. General Plan Policy RC-8.1 states the following: *“Protect sensitive habitats that include creek corridors, wetlands, vernal pools, riparian areas, wildlife and fish migration corridors, native plant nursery sites, waters of the United States, sensitive natural communities, and other habitats designated by State and Federal agencies.”* The Proposed Project will comply with the General Plan and adopted Federal, State, and local regulations for the protection of movement corridors, including Policy RC-8.1, as the Project site does not contain any geographic features that would be considered a wildlife movement corridor, nor does it support an important wildlife nursery site. Therefore, the Proposed Project will have a **Less Than Significant Impact** on wildlife movement or nursery sites.

e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

A significant impact would be one that conflicts with any local policies or ordinances protecting biological resources. The Proposed Project is consistent with all City policies related to the protection of biological resources. The General Plan contains the following Implementation Measures aimed at the preservation of biological resources:

- RC-8a: Continue to require projects to comply with the requirements of the County Habitat Plan when reviewing proposed public and private land use changes.
- RC-8h: Utilize existing regulations and procedures, including but not limited to, the Zoning Ordinance and the environmental review process, in order to address impacts to special-status species and conserve sensitive habitats, including wetlands and riparian habitats.
- RC-8i: Consult with State and Federal agencies during the development review process to help identify wetland and riparian habitat that has candidacy for restoration, conservation, and/or mitigation. Focus restoration and/or conservation efforts on areas that would maximize multiple beneficial uses for such habitat.

The Proposed Project will be required to adhere to the Implementation Measures listed above. Chapter 17.48.060 of the City's Zoning Code contains regulations for tree maintenance and removal. There are no trees present on the Project site and therefore the Proposed Project will not conflict with these regulations in regard to existing trees. Furthermore, implementation of Mitigation Measure BIO-1, as discussed in "a)" listed above, will ensure compliance with local policies and ordinances. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

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

A significant impact would be one that conflicts with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan. As stated in the Manteca General Plan EIR, the City of Manteca is a participant in the San Joaquin Multi-Species Conservation Plan (SJMSCP). The Proposed Project does not include any land designated for open space or habitat protection and therefore is consistent with the adopted SJMSCP. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

MITIGATION MEASURES:

The following Mitigation Measure(s) shall be incorporated into the Proposed Project in order to mitigate any potential impacts to a less than significant level:

***BIO-1:** The project shall participate in, and obtain coverage under, the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Prior to ground disturbance, the project applicant shall mitigate for the proportionate loss of potential wildlife habitat from the project site by implementing any Incidental Take Minimization Measures (ITMMs) prescribed by the San Joaquin Council of Governments (SJCOG). A biologist representing SJCOG shall visit the project site prior to the issuance of ITMMs to the City and to the project applicant.*

5. CULTURAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '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 formal cemeteries?		X		

IMPACT ANALYSIS

- Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*
- Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*
- Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Research of potential onsite cultural resources was conducted by the Central California Information Center at California State University, Stanislaus. A report on the results of the research, dated July 14, 2026, is available in Appendix A of this document.

The Central California Information Center (CCIC) found no formal record of any prehistoric or historic archaeological resources or historic buildings or structures on the project site. As previously stated, the Project site is currently vacant and undeveloped. The CCIC records search found five (5) historic residences generally east of the Project area that have been formally recorded, with construction dating from 1868 to the 1950s. These historic resources are not shown as having been evaluated in reference to the National Register of Historic Places or the California Register of Historical Resources and are not listed in the Office of Historic Preservation Built Environment Resource Directory (BERD). Therefore, it is unlikely that historical resources are on the Project site.

Given historical disturbance within the Project vicinity and the absence of recorded historic and archaeological resources, buildings, or structures on-site, the Project site is not expected to contain any intact archaeological resources. Additionally, based on a review of the City's General Plan, the Project site is not known to contain historical or archaeological resources.

Furthermore, on July 13, 2026, a search of the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF) was requested. On July 13, 2026 the NAHC provided a response and stated that its search of the SLF was negative for the presence of cultural resources in the Project area.

In accordance with Assembly Bill (AB) 52, the County issued Tribal Consultation Request notifications on June 19, 2026. In response to these notifications, the County received one (1) comment from the Confederated Villages of Lisjan Nation requesting the results of the CCIC and SLF Records Searches. The SLF and CCIC letters were shared with the Confederated Villages of Lisjan Nation on July 15, 2026. In response, the Tribe requested Mitigation Measures CUL-1 and CUL-2 to be implemented for the Proposed Project, as outlined below. Implementation of these mitigation measures address the issue of discovery of cultural resources or human remains as the Proposed Project is developed. No other requests were made by the Tribe. The AB52 notifications and responses are on file with the City of Manteca Development Services Department. Although not a CEQA matter, the Proposed Project also distributed notification letters in accordance with Senate Bill 18 (SB 18).

It is not anticipated that the Proposed Project will disturb any human remains. However, future development and construction of the Project site, human remains may be identified, particularly during activities requiring ground disturbance (i.e., grading, trench digging, etc.). As such, the Proposed Project shall incorporate Mitigation Measures CUL-1 and CUL-2, specified below, in accordance with Section 15064.5(e) of the CEQA Guidelines, to reduce any potentially significant impacts to a level of **Less Than Significant with Mitigation Incorporated**. Refer to Mitigation Measures CUL-1 and CUL-2, below.

MITIGATION MEASURES:

The following Mitigation Measures shall be incorporated into the Proposed Project in order to mitigate any potential impacts to a less than significant level:

CUL-1: In accordance with Section 15064.4(e) of the CEQA Guidelines, in the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

- *There shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie adjacent human remains until:*
 - *The coroner of the County in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required;*
 - *If the coroner determines the remains to be Native American:*
 - *The coroner shall contact the Native American Heritage Commission within 24 hours.*
 - *The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.*

- *The most likely descendent (MLD) may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98.*
- *At the same time, an archaeologist shall be contacted to assess the situation. The archaeologist shall record information, as appropriate and in accordance with the recommendations of the Most Likely Descendent (MLD) and/or Tribal representative. Upon completion of the archaeologist's assessment, a report should be prepared documenting methods and results, as well as recommendations regarding the treatment of the human remains and any associated archeological materials. The report should be submitted to the lead government agency, the NWIC and the consulting Tribe. Tribal representatives will rebury the Native American human remains and associated funerary objects with the appropriate dignity either; in accordance with the recommendations of the MLD if available or in the project vicinity at a location agreed upon between the Tribe and the consultant, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery and reburial are to be kept confidential and secure to prevent any further disturbance.*

CUL-2: *If cultural resources of Native American origin are identified during grading or excavation of the proposed project, all ground disturbing activities within 100 feet shall cease until a representative from the Confederated Villages of Lisjan Nation is consulted by the lead government agency. If the lead agency in consultation with the consulting Tribe(s), determines that the resource is a historic property and thus significant under the NHPA, the entity shall retain a Tribal monitor and, if applicable, a qualified archaeologist, at the applicant's expense, to prepare a mitigation plan, which shall be implemented in consultation with the consulting Tribe. The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting Tribe and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for Tribal historic properties include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, or heritage recovery.*

6. ENERGY -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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	

IMPACT ANALYSIS

- Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
- Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?*

A significant impact would occur if the Proposed Project resulted in wasteful, inefficient, or unnecessary consumption of energy resources during construction, or conflicted with a renewable energy plan or energy efficiency. The Proposed Project includes a General Plan Amendment, Rezone, and Tentative Parcel Map to facilitate the subdivision and development of a 0.74±-acre (32,422± square-foot) parcel (APN: 228-020-50). The proposed entitlements would allow the creation of four (4) residential parcels, with one (1) single-family residential dwelling unit developed on each of the created parcels, as well as one (1) additional parcel (Parcel A) to be dedicated for future right-of-way improvements.

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three (3) years, and the 2025 California Building Standards Code went into effect on January 1, 2026.

The California Green Buildings Standards Code (CAL Green) establishes mandatory green building standards for buildings in California. CAL Green was developed to reduce Greenhouse Gas (GHG) emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy, and water consumption, and respond to environmental directives. The most recent update to CAL Green went into effect on January 1, 2026, and covers five (5) categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

The amount of energy used at the Project site would directly correlate to the energy consumption (including fuel) used by vehicle trips generated during project construction, fuel used by off-road construction vehicles during construction, fuel used by vehicles during project operation, and electricity usage during project operation. However, construction of the Proposed Project would be temporary in nature. Compliance with local, state, and federal regulations would reduce short-term energy demand during the Proposed Project's construction (to the extent feasible), and Proposed Project construction would not result in wasteful or inefficient use of energy. Overall, the construction and operation of the Proposed Project would not require the creation of a new energy source.

The Proposed Project would comply with all existing energy standards, including those established by the City of Manteca. The City of Manteca includes Sustainable Design Policies to maintain and enhance Manteca's commitment to sustainable design by minimizing environmental impacts and utilizing resources efficiently. These Policies include but are not limited to:

- CD-7.1: Design buildings to allow the sun to reach adjoining and nearby sidewalks and plazas in the winter and protect pedestrians from the sun and rain.
- CD-7.2: Encourage passive solar design and energy-efficient concepts, including, but not limited to natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.
- CD-7.3: Orient solar collectors away from public view or design the features as an integral element of the roof structure.
- CD-7.4: Encourage architectural elements that contribute to a building's character, aid in climate control, and enhance pedestrian scale. The elements include, but are not limited to canopies, roof overhangs, projections or recessions of stories, balconies, reveals, and awnings.
- RC-4.5: Require private development to incorporate non-traditional non-polluting renewable energy sources such as co-generation, wind, and solar, where feasible, to reduce dependence on fossil fuels and meet climate goals.
- RC-4.6: Require all new public and privately constructed buildings to exceed, where feasible, and comply with construction and design standards that promote energy conservation, including the most current "green" development standards in the California Green Building Standards Code.
- RC-4.7: Require expanded innovative and green building best practices where feasible, including, but not limited to, LEED certification for all new development and retrofitting existing uses, and encourage public and private projects to exceed the most current "green" development standards in the California Green Building Standards Code.
- RC-4.10: Encourage measures, including building siting and shading and use of shade trees, to reduce urban heat island effects.

The amount of energy used by the Proposed Project during operation would include the amount of energy used during project building and outdoor lighting, the fuel used by vehicle trips generated during operation, and fuel used by project maintenance services during project operation. Overall, the Proposed Project would not violate any state or federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy efficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies, or generate requirements for additional capacity, fail to comply with existing energy standards. Through compliance with applicable requirements and/or regulations during the building permit process, the Proposed Project would be consistent with State requirements and would not consume energy resources in a wasteful or inefficient manner. Therefore, the Proposed Project would not be expected to cause an inefficient, wasteful, or unnecessary use of energy resources nor cause a significant impact on any of the thresholds as described by Appendix G of the CEQA Guidelines. Therefore, the Proposed Project will have a **Less Than Significant** impact.

MITIGATION MEASURES:

Mitigation is not required for this topic.

7. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 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	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

IMPACT ANALYSIS

- a. *Would the project 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*
 - ii. *Strong seismic ground shaking?*
 - iii. *Seismic-related ground failure, including liquefaction?*
 - iv. *Landslides?*

A significant impact would be one that would result in potential adverse effects associated with earthquake, seismic ground shaking, liquefaction, or landslides.

Earthquake Faults

The Seismic Hazards Acts of 1990 directs the California Department of Conservation to map the state's most prominent earthquake hazard area in California. These areas are called "Special Study Zones" and appear on a set of maps named the Alquist-Priolo Earthquake Fault Zone maps. The Alquist-Priolo Earthquake Fault Zone maps indicate that the City of Manteca and the Project site is not within an Alquist-Priolo Special Study Zone.

Faults are classified as active, potentially active, or inactive. According to the Manteca General Plan EIR, the closest known faults classified as active include an unnamed fault east of the City of Tracy, the San Joaquin Fault, the Midway fault, the Corral Hollow-Carnegie fault, the Greenville fault, the Antioch fault, and the Los Positas fault. A fault rupture occurs when the surface of the earth breaks as a result of an earthquake, although this does not happen with all earthquakes. These ruptures generally occur in a weak area of an existing fault. Ruptures can be sudden (i.e., earthquake) or slow (i.e., fault creep). Section 3.6.1 of the City's General Plan EIR states that the City of Manteca does not have surface expression of active faults and fault rupture is not anticipated. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

Ground Shaking

The construction of the Proposed Project is required to adhere to the California Building Code (CBC) including provisions related to seismic ground shaking. The Proposed Project includes a General Plan Amendment, Rezone, and Tentative Parcel Map to facilitate the subdivision and development of a 0.74±-acre (32,422± square-foot) parcel (APN: 228-020-50), which will result in the creation of four (4) residential parcels, with one (1) single-family residential dwelling unit developed on each of the created parcels, as well as one (1) additional parcel (Parcel A) to be dedicated for future right-of-way improvements. The placement of each single-family dwelling unit will be required to be consistent with CBC standards. Thus, the Proposed Project will have a **Less Than Significant Impact**.

Ground Failure

According to the NRCS Web Soil Survey, the Project site consists of Delhi loamy sand, which is a well-drained soil. Based on the site location and relatively low intensity of ground shaking, chance for liquefaction is considered low. The Project site is relatively flat in topography and is surrounded by development.

Additionally, Implementation Measure S-2a in the City's General Plan states the following: *"Uniformly applied California Building Code standards require the preparation of a "soils investigation" report for all new building construction. These reports are required to provide complete evaluations of the foundation conditions of the site including design criteria related to the nature and extent of foundation materials, groundwater conditions, liquefaction potential, settlement potential and slope stability. The soils report must be prepared by a California-registered engineer. The building permit process will ensure that this report is properly prepared and reviewed."* The building permit process will ensure that this report is properly prepared and reviewed for the Proposed Project, consistent with the City's General Plan. As a result, the Proposed Project will have a **Less Than Significant Impact**.

Landslides

As stated in Section 3.6.3 of the City's General Plan EIR, the California Geological Survey Landslides Maps has not mapped any landslide areas in the City of Manteca or the Project site. Additionally, future construction on the Project site will be subject to the 2025 California Building Code (CBC) or update (<https://www.dgs.ca.gov/BSC/Codes>), depending on when construction occurs and the regulations in effect at the time. All construction in California is required to comply with all CBC standards with respect to the seismic design category applicable to a specific area.

Many other factors can play a role in the development of landslides, including rock types susceptible to sliding, steep slopes, heavy rainfall during winter months, and slopes that have been modified by development activity. Landslides generally occur on slopes of 15% or greater. All grading associated with the Proposed Project is required to be consistent with City standards. Thus, the Proposed Project will have a **Less Than Significant Impact**.

b. Would the project result in substantial soil erosion or the loss of topsoil?

A significant impact would be one that results in substantial soil erosion or loss of topsoil. The existing topography of the Project site is relatively flat, with little to no slope. The Proposed Project will require grading activities as part of the development and construction process, and these grading activities will be based upon a Grading Plan that will be reviewed and approved by the City prior to any grading activities. This review process ensures that the Proposed Project will not result in substantial soil erosion or loss of topsoil. The Proposed Project will be required to comply with Section 17.48.070 of the City's Municipal Code related to grading plan design. Compliance ensures that the Proposed Project will not result in substantial soil erosion or loss of topsoil. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

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

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as geological conditions, drainage, slope, and vegetation directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e., cut and fill). As such, it is unlikely that the construction or operation of the Proposed Project will result in a landslide. Lateral spreading is generally where blocks of intact, non-liquefied soil move down slope on a liquefied substrate of large areal extent. Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground.

It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities. Common causes of land subsidence from human activity include: pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils. Collapsible soils undergo a rearrangement of their grains and a loss of cementation, resulting in substantial and rapid settlement under relatively low loads. Collapsible soils occur predominantly at the base of mountain ranges, where Holocene-age alluvial fan and wash sediments have been deposited during rapid run-off events.

Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The potential for liquefaction is highest when groundwater levels are high, and loose, fine, sandy soils occur at depths of less than 50 feet. The California Geological Survey (CGS) has designated certain areas in California as potential liquefaction hazard zones. The Project site is not designated as a liquefaction hazard zone by the CGS. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

- d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?*

A significant impact would occur if the Proposed Project is placed on expansive soils and creates substantial risk to life or property. As stated above, the majority of the Project site consists of Delhi loamy sand, which is a well-drained soil with negligible to slow runoff and rapid permeability. These soils are very deep, and form in wind modified material weathered from granitic rock sources. According to Figure 3.6-4 in the City's General Plan EIR, the Project site has soils with a low potential for expansion.

Additionally, construction on the Project site would require compliance with the California Building Code standards for the construction of foundations. The California Building Code standards are implemented through the building permit process. Onsite inspections by City building inspectors are conducted to ensure construction is in compliance with these standards. Based upon the existing permit requirements in place, the implementation of California Building Code foundation standards, and the onsite inspections conducted by the Building Department, the Proposed Project will have a **Less Than Significant Impact**.

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

A significant impact would occur if septic tanks or systems are utilized for the project and the soil is unable to support their use. The Proposed Project will connect to City services, including domestic wastewater. The Proposed Project will not utilize the use of septic tanks or alternative wastewater disposal systems. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

A significant impact would occur if the Project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature. Based on a review of Section 3.6 of the General Plan EIR, there are no known unique geologic features within the Project site. However, geologic formations within the Project site have the potential to contain unique paleontological resources.

Additionally, a records search (CCaLC File #13802L) consisting of a ¼ mile radius around the project location was conducted at Central California Information Center (CCIC), Turlock, California, part of the California Historical Resources Information System. The search included a review of all previously recorded archaeological and historic site records. Research indicated that no previous field survey investigations have taken place within the Project site. The CCIC search also concluded that there are no formally recorded prehistoric or historic archaeological resources or historic buildings or structures within the Project site.

Furthermore, the Proposed Project is required to comply with the federal Paleontological Resources Preservation Act, which limits the collection of vertebrae fossils and other rare and scientifically significant fossils to qualified researchers who have obtained a permit from the applicable state and/or federal agency. Ground disturbance activities associated with the Proposed Project such as grading and excavating could uncover fossilized remains that have not been recorded. In these cases, implementation protocols of the Society of Vertebrate Paleontology standards will ensure the protection of unique paleontological resources during construction of the Proposed Project. The implementation of Mitigation Measure CUL-1, as discussed in Section 5, *Cultural Resources*, above will also reduce potential impacts to paleontological resources found during site excavation to a less than significant level. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

8. GREENHOUSE GAS EMISSIONS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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	

ENVIRONMENTAL SETTING:

GHG Background

Greenhouse gases (GHGs) are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. GHGs are both naturally occurring and are emitted by human activity. GHGs include carbon monoxide, the most abundant GHG, as well as methane, nitrous oxide, and other gases. Potential climate change impacts occurring in the San Joaquin Valley include higher temperatures, longer and more severe droughts, more intense precipitation events, and more frequent and extensive wildfires.

GHGs are not generally thought of as traditional air pollutants because their impacts are global in nature, while air pollutants mainly affect the general region of their release to the atmosphere (SJVAPCD 2015). Nevertheless, the U.S. Environmental Protection Agency (EPA) has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act due to their impacts associated with climate change (EPA 2009).

Measurements of GHG emissions are commonly expressed in carbon dioxide equivalent (CO₂e), in which emissions of all other GHGs are converted to equivalent carbon dioxide emissions. GHG emissions in California in 2021, the most recent year for which data is available, were estimated at approximately 381.3 million metric tons CO₂e – a decrease of approximately 21.5% from the peak level in 2004 but an increase of approximately 3% from the 2020 emissions. Transportation was the largest contributor to GHG emissions in California, with 39% of total emissions. Other significant sources include industrial activities, with approximately 22% of total emissions, and electric power generation, both in-state and imported, with approximately 16% of total emissions (ARB 2023).

In 2025, the City updated the Climate Action Plan to support the sustainable development of the City and continued economic prosperity of the region by reducing GHG emissions in an attempt to curtail the anticipated impacts resulting from climate change. The previous Climate Action Plan was adopted in 2013 which used a 2005 GHG inventory was used to generate forecasted emissions. Since the 2013 Climate Action Plan, the City recognized the need for up-to-date and accurate emissions data. The 2025 Climate Action Plan relied on a 2020 GHG inventory which relied on the most up-to-date methodology provided by the Statewide Energy Efficiency Collaborative (SEEC). SEEC is an alliance of private companies, public utility companies, and non-governmental organizations that provide information and technical assistance to California cities and counties to aid in the reduction of GHG emissions and increase in energy efficiency.

REGULATORY SETTING:

California Air Resources Board (CARB) is responsible for the coordination and oversight of state and local air pollution control programs in California. California has numerous regulations aimed at reducing the State's GHG emissions. These initiatives are summarized below:

Assembly Bill 1943

Assembly Bill (AB) 1943 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, U.S. EPA granted the waiver of Clean Air Act preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year. Pavley I took effect for model years starting in 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG" will cover 2017 to 2025. Fleet average emission standards would reach 22 percent reduction from 2009 levels by 2012 and 30 percent by 2016. The Advanced Clean Cars program coordinates the goals of the Low Emission Vehicles (LEV), Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, when rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels.

Executive Order S-3-05

In 2005, the governor issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent below 1990 levels (California Environmental Protection Agency [CalEPA]). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the “2006 CAT Report”) (CalEPA 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc. In April 2015, the governor issued EO B-30-15, calling for a new target of 40 percent below 1990 levels by 2030.

Assembly Bill 32

California’s major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the “California Global Warming Solutions Act of 2006,” signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05) and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. California is on track to meet or exceed the current target of reducing GHG emission to 1990 levels by 2020, as established by AB 32.

Senate Bill 97

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

CARB Resolution 07-54

CARB Resolution 07-54 establishes 25,000 MT of GHG emissions as the threshold for identifying the largest stationary emission sources in California for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005 percent of California’s total inventory of GHG emissions for 2004.

Senate Bill 375

Senate Bill (SB) 375, signed into law in September 2008, builds on AB 32 by requiring CARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035; these regional targets will help achieve the goals of AB 32 and the Scoping Plan through changed land use patterns and improved transportation systems. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted a Sustainable Community Strategies in July 2013 that meets greenhouse gas reduction targets. The *Plan Bay Area* is the SCS document for the Bay Area, which is an integrated long-range plan that discusses climate protection, housing, healthy and safe communities, open space and agricultural preservation, equitable access, economic vitality, and transportation system effectiveness within the San Francisco Bay Area. The document is updated every four years and most recently, the update, *Plan Bay Area 2040*, was adopted on July 26, 2017.

Executive Order S-13-08

Executive Order S-13-08 indicates that “climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California’s economy, to the health and welfare of its population and to its natural resources.” Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy (California Natural Resources Agency 2009) was adopted, which is the “...first statewide, multi-sector, region-specific, and information-based climate change adaption strategy in the United States.” Objectives include analyzing risks of climate change in California, identifying, and exploring strategies to adapt to climate change, and specifying a direction for future research.

Senate Bill 2X

In April 2011, the governor signed SB2X requiring California to generate 33 percent of its electricity from renewable energy by 2020.

Senate Bill 32

On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, which requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 is an extension of AB 32. The other provisions of AB 32 remain unchanged. CARB adopted the 2017 Climate Change Scoping Plan Update on December 14, 2017, to achieve California’s 2030 greenhouse gas target.

SJVAPCD's Guidance for Addressing GHG Emissions Impacts under CEQA

Under its mandate to provide local agencies with assistance in complying with CEQA in climate change matters, the SJVAPCD developed its *Guidance for Valley Land-Use Agencies in Addressing GHG Emissions Impacts for New Projects Under CEQA*. As a general principal to be applied in determining whether a Proposed Project would be deemed to have a less than significant impact on global climate change, a project must be in compliance with an approved GHG emission reduction plan that is supported by a CEQA-compliant environmental document or be determined to have reduced or mitigated GHG emissions by 29 percent relative to Business-As-Usual conditions, consistent with GHG emission reduction targets established by CARB's Scoping Plan for AB 32 implementation. The SJVAPCD guidance is intended to streamline the process of determining if project specific GHG emissions would have a significant effect.

The proposed approach relies on the use of performance-based standards and their associated pre-qualified GHG emission reduction effectiveness (Best Performance Standards, or BPS). Establishing BPS is intended to help protect proponents, lead agencies, and the public by proactively identifying effective, feasible mitigation measures. Emission reductions achieved through implementation of BPS would be pre-qualified, thus reducing the need for project specific quantification of GHG emissions. For land use development projects, BPS would include emissions reduction credits for project features such as bicycle racks and pedestrian access to public transit. Projects implementing a sufficient level of BPS would be determined to have a less than significant individual and cumulative impact on global climate change and would not require project specific quantification of GHG emissions. For all projects for which the lead agency has determined that an Environmental Impact is required, quantification of GHG emissions would be required whether or not the project incorporates BPS. SJVAPCD's guidance document does not constitute a rule or regulation but is intended for use by other agencies in their assessment of the significance of project impacts to global climate change under CEQA.

City of Manteca 2025 Climate Action Plan

As noted above, the City updated the 2013 Climate Action Plan in 2025. As part of the update of its Climate Action Plan, the City conducted a 2020 GHG inventory update which included the City of Manteca resulted in a total of 730,202 metric tons of carbon dioxide equivalent (MTCO_{2e}) in 2020. Projected future emissions for Manteca were created through data collected on estimated population growth, sector related emissions, and emission rate factors. Current federal, state, and local regulations and policies were accounted for and incorporated into the projections for 2030 and 2045.

The City of Manteca has set the following GHG emission reduction goals in alignment with the State's climate goals, using the 2020 GHG Inventory as the baseline. The following targets were established by SB 32, AB 32, and various executive orders (discussed above):

- Reduce GHG emissions by 40 percent below 1990 levels by 2030; and
- Aim to achieve carbon neutrality by 2045.

IMPACT ANALYSIS

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

A significant impact would occur if the Proposed Project generated greenhouse gas emissions that may have a significant impact on the environment or conflict with a plan adopted to reduce the emissions of greenhouse gases.

In summarizing the analysis of potential impacts to greenhouse gas emissions from implementation of the City's General Plan, the EIR certified for the General Plan concluded the following:

Impact 3.7-1: General Plan implementation would not generate GHG emissions that could have a significant impact on the environment (less than significant).

Impact 3.7-1 also concluded that the City's General Plan is consistent with the existing Climate Action Plan, ensuring consistency with a Qualified GHG Reduction Strategy. Therefore, implementation of the City's General Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. While future development would generate GHGs that would contribute to climate change, the implementation of the City's General Plan Policies and Actions, as well as Federal and State regulations, and implementation of the adopted Climate Action Plan, will result in a less than significant impact.

As stated, future development, including the Proposed Project, will contribute to global climate change through direct emissions of GHG from on-site area sources and vehicle trips generated by the Proposed Project, and indirectly through off-site energy production, water use, and waste disposal. GHGs associated with the Proposed Project would be CO₂, CH₄, and N₂O, and would be emitted from construction vehicles and equipment as well as residential activities. However, consistency with the following plans and policies will reduce the GHG emissions resulting from the Project:

Project Consistency with 2022 Scoping Plan

The 2022 Scoping Plan, prepared by the California Air Resources Board pursuant to Assembly Bill 32, identifies three priority areas where emissions reductions are targeted to achieve its long-term goal of carbon neutrality. Those priority areas include transportation electrification; VMT reduction; and building decarbonization.

- **Building decarbonization:** The Proposed Project would demonstrate consistency with this key priority area with consistency with the most recent Building Codes, including Title 24 and CalGreen requirements.
- **VMT Impact.** As discussed in Section 17, *Transportation/Traffic*, below, the Proposed Project fulfills the “Small Projects Screening Criteria” in accordance with the City’s SB 743 Implementation Policy and therefore, will have a Less Than Significant Impact on VMT. As such, the Proposed Project is consistent with this design element.
- **Transportation Electrification.** Most of the vehicles driven as a result of the Proposed Project are conservatively assumed to be private vehicles owned by future residents. Regulation of private vehicles is not within the control of any individual project applicant or lead agency. However, the Proposed Project would comply with the California Energy Code requirements for EV capable parking. Therefore, the Proposed Project would further the State goal of transportation electrification and is consistent with this design element.

Overall, the Proposed Project will not conflict with the 2022 Scoping Plan. The Proposed Project will be developed according to the latest State and federal regulatory requirements, including those associated with operational building energy efficiency. Therefore, the Proposed Project will be considered consistent with the 2022 Scoping Plan.

Project Consistency with the Manteca CAP

Table 6 below provides a consistency analysis of the relevant Manteca CAP policies in comparison to the Proposed Project.

Table 6: Project Consistency with the Manteca CAP

No.	Strategy	Consistency Determination
TR.3.4	As determined, require new developments to connect to bicycle and pedestrian path connections while remaining consistent with the City’s Active Transportation Plan.	Consistent. The Proposed Project includes five-foot-wide sidewalks within the twenty-foot-wide access easement on-site and connect to the future right-of-way improvements along South Austin Road.
TR.8.2	To the extent feasible, projects subject to Site Plan and Design Review shall be required to include outdoor electrical outlets that allow for the use of electrically powered landscaping equipment.	Consistent. The Proposed Project will be required to adhere to this requirement as part of the Building Permit plan check process.
TR.8.6	The City shall require all construction sites to connect to existing grid power to support construction activities, where feasible.	Consistent. The Proposed Project construction will connect to the existing power grid.
TR.9.3	Require new development proposals within areas designated as Safe Routes to School to show pedestrian and bicycle improvements within development plans sufficient to	Consistent. The Proposed Project will dedicate the first 24 feet of the Project site along South Austin Road to the City for future right-of-way improvements, including

	provide students with a safe means of walking or bicycling to school.	but not limited to curb, gutter, and sidewalk improvements.
EG.5.1	All building plan checks shall include consistency checks to ensure new development is constructed in compliance with CalGreen Code effective at the time of plan check	Consistent. The Proposed Project will be required to conduct building plan check to confirm consistency with CalGreen Code requirements.
EG.8.1	Require use of LED streetlights and other outdoor light fixtures for future development projects within the City.	Consistent. Lighting plans will be submitted to the City for review and approval as part of the building permit process.
Source: City of Manteca 2025 Climate Action Plan		

Project's Consistency with SJCOG's RTP/SCS

The SJCOG's Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) includes eight policies with corresponding implementation strategies for conserving energy, maximizing mobility and accessibility, increasing safety and security, preserving the transportation system, supporting economic development, promoting interagency cooperation and public participation, maximizing cost effectiveness, and improving quality of life of residents. These strategies include similar measures to the 2022 Scoping Plan, such as supporting energy and water efficiency.

Table 7: Project Consistency with SJCOG RTP/SCS	
Policy	Project Consistency
Enhance the Environment for Existing and Future Generations and Conserve Energy	Consistent. The Proposed Project will utilize electricity provided by PG&E which is required to meet the future year renewable portfolio performance standards. In addition, future development associated with project implementation will be required to meet the applicable requirements of the current Title 24 Building Energy Efficiency Standards, which includes requirements for rooftop solar photovoltaics (PV) as well as energy efficiency requirements for the project structures and appliances.
Maximize Mobility and Accessibility	Consistent. Although this Proposed Project is not a transportation improvement project, the Proposed Project will include project features that improve mobility and accessibility, including the installation of sidewalks for pedestrians.
Increase Safety and Security	Consistent. The Proposed Project will be developed using the latest State and local requirements relating to safety and security. Development of the Project site will include public utility infrastructure, public and private roadways, sidewalks, private parking, exterior lighting, and street signage, which would enhance the safety and security of the site and its surroundings, by connecting to existing development.
Preserve the Efficiency of the Existing Transportation System	Not applicable. This is not a transportation improvement project and is therefore not applicable. However, roadway improvements within the vicinity of the project site are

	proposed, including a parcel to be dedicated to the City for future right of way improvements, which would increase the efficiency of the local transportation system. Moreover, the Proposed Project will not interfere with the efficiency of any existing transportation system.
Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts	No Conflict. The Proposed Project will engage in the required interagency coordination and public participation efforts, as applicable.
Maximize Cost Effectiveness	Consistent. The Proposed Project will be developed based on market demand. Therefore, implementation of the Proposed Project would be consistent with this policy.
Improve the Quality of Life for Residents	Consistent. The Proposed Project will create additional housing opportunities as well as a parcel to be dedicated to the City for future right of way improvements, thereby improving the quality of life for the local community.
Source: SJCOG 2022 RTP/SCS	

As shown in Table 7 above, the Proposed Project will not conflict with any of the GHG emissions reduction strategies contained in SJCOG's 2022 RTP/SCS. Therefore, the Proposed Project is considered to be consistent with SJCOG's 2022 RTP/SCS.

CalGreen Code

The Proposed Project will be required to comply with the most recent update to the CalGreen Code that aims to achieve energy savings and GHG reductions beyond the State's minimum requirements.

Overall, the Proposed Project will be consistent with the ARB Scoping Plan, City of Manteca 2025 Climate Action Plan, SJCOG's 2022 RTP/SCS, and CalGreen Code. As a result, impacts will be **Less Than Significant**.

9. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 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	

REGULATORY SETTING:

Federal

The Federal Toxic Substances Control Act and the Resource Conservation Recovery Act

These Acts, signed in 1976, established a program administered by the United State Environmental Protection Agency (EPA) for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. The Resources Conservation and Recovery Act (RCRA) was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the “cradle to grave” system of regulating hazardous wastes. Among other things, the use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by HSWA.

The Comprehensive Environmental Response, Compensation and Liability Act

This Act was enacted in 1980 and amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment.

Among other things, the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) established requirements for concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled revision to the National Contingency Plan (NCP), which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List (NPL).

Hazardous Materials Transportation Act

The Secretary of the U.S. Department of Transportation (DOT) receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA). This act administers container designs, labeling, shipper and carrier responsibilities, training requirements, and incident reporting requirements. These regulations are contained in Title 49 – Transportation, Code of Federal Regulations, Parts 100 to 180 and includes all modes of transportation – air, highway, rail, and water (Federal Motor Carrier Safety Administration (FMSCA) 2014).

State

The Department of Toxic Substances Control (DTSC)

This Department of the California Environmental Protection Agency is the primary agency in California that regulates hazardous waste, cleans up contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code.

DTSC also administers the California Hazardous Waste Control Law (HWCL) to regulate hazardous wastes. The HWCL lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and CalRecycle to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the State. The Secretary of Environmental Protection consolidates the information submitted by these agencies and distributes it to each City and County where the sites on the lists are located. Before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included.

If any soil is excavated from a site containing hazardous materials, it would be considered a hazardous waste if it exceeded specific criteria in Title 22 of the California Code of Regulations. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed; it may also be required if certain other activities are proposed. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking lead jurisdiction.

California Code of Regulations (CCR)

Title 26 of the CCR is a medley of State regulations pertaining to hazardous materials and waste that are presented in other regulatory sections. Title 26 mandates specific management criteria related to hazardous materials identification, packaging, and disposal. In addition, Title 26 establishes requirements for hazardous materials transport, containment, treatment, and disposal. Finally, staff training standards are set forth in Title 26.

Fire Hazards

Fuel Rank:

Per the City of Manteca 2043 Recirculated Draft Environmental Impact Report (EEIR), Fuel Rank is a ranking system developed by the California Department of Forestry Protection (CalFire) that incorporates four wildfire factors: fuel model, slope, ladder index, and crown index. The U.S. Forest Service has developed a series of fuel models, which categorize fuels based on burn characteristics. These fuel models help predict fire behavior. The ladder index is a reflection of the distance from the ground to the lowest leafy vegetation for tree and plant species. The crown index is a reflection of the quantity of leafy vegetation present within individual specimens of given species. The surface rank, ladder index, and crown index for a given area are combined in order to establish fuel rank of medium, high, or very high. Fuel rank is used by CalFire to identify areas in the California Fire Plan where large, catastrophic fires are most likely. The City of Manteca contains areas within “moderate” and “non-wildland fuel” ranks.

Fire Hazard Severity Zones:

The state has charged CalFire with the identification of Fire Hazard Severity Zones (FHSZ) within State Responsibility Areas. In addition, CalFire must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas. The FHSZ maps are used by the State Fire Marshall as a basis for the adoption of applicable building code standards.

According to the City of Manteca 2043 Recirculated DEIR, the entire Planning Area is located within a Local Responsibility Area (LRA). The City of Manteca is not categorized as a “Very High” FHSZ by CalFire and no cities or communities within San Joaquin County are categorized as a “Very High” FHSZ by CalFire.

Regional

Regional Water Quality Control Board (RWQCB)

Central Valley RWQCB regulates discharges and releases to surface and groundwater in the project area. The RWQCB generally oversees cases involving groundwater contamination. Within the Central Valley RWQCB, the San Joaquin County Environmental Health Department handles most leaking underground storage tank (UST) cases, so the RWQCB may oversee cases involving other groundwater contaminants; i.e., Spills, Leaks, Incidents, and Clean-up (CLIC) cases. In the case of spills at a project site, the responsible party would notify San Joaquin County and then a lead regulatory (County, RWQCB, or DTSC) would be determined.

Local

San Joaquin County

Hazardous waste programs are managed and implemented locally through the County of San Joaquin CUPA. The County hosts a variety of hazardous waste collection events throughout the County in an effort to deter improper disposal of hazardous wastes.

Household Hazardous Waste (HHW) Collection Facilities receive hazardous waste that comes from homes and, in some cases, from small business hazardous waste generators. Household wastes includes pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals that should not go into a regular municipal landfill.

San Joaquin County Public Health Services monitors the possible groundwater and soil contamination from underground tanks. Its funding mechanism is a billing contract with the State Water Quality Control Board. Public Health Services clean-up enforcement falls under Title 23, California Code of Regulations. Case workers monitor site-specific development and must be contacted prior to development.

City of Manteca General Plan

The City of Manteca General Plan sets forth Hazardous Materials Goals and Policies for the City. The Safety Element (Chapter 9) identifies the potential hazards in the community that must be considered when planning the location, type, and intensity of development. The primary goal (Goal S-4) is to *“Protect the health, safety, natural resources, and property of the community through regulation of use, storage, transport, and disposal of hazardous materials.”* Policy S-4.3 requires that as part of the development review process, the City is to consider the potential for the production, use, storage, transport, and/or disposal of hazardous materials and provide for appropriate controls on such hazardous materials consistent with federal, state, and local standards.

City of Manteca Municipal Code

Section 8.17.030, Hazardous Substances or wastes, notes that “it is unlawful and a public nuisance for any person owning, leasing, occupying or having charge or possession of any premises or property in the city to permit any hazardous substances which because of their quantity, concentration or physical, chemical or infectious characteristics may either cause or substantially contribute to an increase in mortality or serious illness or pose a significant present or potential hazard to human health or the environment if improperly managed, or if hazardous waste to be unlawfully released, discharged, placed or deposited upon any premises or onto any city property.”

Section 15.30.050, Hazard Abatement of Historic Buildings or Structures, outlines the notification requirements and standards should a potential hazard to the health or safety of the public occur or be found within a historic building or structure.

Section 17.58.040, Hazardous Materials, of the City’s Municipal Code includes standards intended to ensure that the use, handling, storage, and transportation of hazardous materials comply with all applicable state laws (Government Code Section 65850.2 and Health and Safety Code Section 25505, et seq.) and that appropriate information is reported to the Fire Department as the regulatory authority. This section of the code outlines reporting requirements, underground storage of hazardous materials, aboveground storage of hazardous materials, new development standards, and notification requirements.

IMPACT ANALYSIS

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project 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?*

A significant impact would be one that produces a substantial risk to the public from routine transportation, use, or disposal of hazardous material, or from reasonably foreseeable accidental release into the environment of such material through upset or accident. The Proposed Project is comprised of a General Plan Amendment, Rezone, and Tentative Parcel Map to facilitate the subdivision and development of a 0.74±-acre parcel (APN: 228-020-50) into four (4) residential parcels, with one (1) single-family residential dwelling unit developed on each of the created parcels, and one (1) additional parcel (Parcel A) to be dedicated for future right-of-way improvements. Therefore, the development and construction of four (4) single-family residential dwelling units and associated improvements will not result in the handling, transport, use or disposal of hazardous materials, except for those associated with single-family residences.

Single-family residential uses typically do not use or store large amounts of hazardous materials. The Proposed Project would not involve the use, storage, transportation or disposal of hazardous materials other than what is typically used for cleaning of project facilities, maintenance and landscaping.

Construction of the Proposed Project may include temporary storage and use of potentially hazardous material such as fuels, coatings, solvents, oil, diesel-fueled equipment, and potentially the transportation of excavated soil. However, construction would be temporary in nature and subject to all local, state, and federal regulations related to the use, storage, and transportation of materials such as paints, solvents, and petroleum products. Any spills would be subject to local, state, and federal regulations, which minimize the risk associated with construction activities. As such, the Proposed Project will have a **Less Than Significant Impact** on these issues.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

A significant impact would be one that emits hazardous emissions or results in the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Project site is located approximately 750 feet (0.14 miles) from Calla High School, which is located at the southeast corner of E. Yosemite Avenue (Highway 120) and Austin Road (130 S. Austin Road). Although Calla High School is located within 0.25 miles from the Project site, the Proposed Project is not anticipated to involve the routine transport, use, or disposal of hazardous materials. As noted above, construction of the Proposed Project may involve equipment or construction activities that use hazardous materials, such as coatings, solvents, fuels, and diesel-fueled equipment. However, construction would be subject to all local, state, and federal regulations related to the use, storage, and transportation of materials such as paints, solvents, and petroleum products. Additionally, construction of the Proposed Project is temporary in nature. As such, the Proposed Project will have a **Less Than Significant Impact**.

- d. *Would the project be located on a site 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?*

The California Department of Toxic Substances Control (DTSC) maintains a database containing information on properties in California where hazardous substances have been released, or where the potential for a release exists. This database is known as EnviroStor and is one of a number of lists that comprise the “Cortese List” (a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). Per Section 3.8.1 of the City’s General Plan EIR, there are no hazardous materials release sites on a list compiled pursuant to Government Code Section 65962.5 located in Manteca. As such, the Proposed Project will have **No Impact**.

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

A significant impact would be one that results in a safety hazard for people residing or working in the vicinity of a public airport or public use airport. The closest public airport to the Project Site is the Stockton Metropolitan Airport, located approximately 6.5 miles to the northwest of the Project site. The Proposed Project is not located within the Airport Influence Area, as shown in Exhibit 1C of the Airport Land Use Compatibility Plan, dated May 2016 (Amended February 2018) for the Stockton Metropolitan Airport. As such, the Proposed Project will have **No Impact**.

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

A significant impact would be one that impairs the implementation of or interferes with an emergency response or evacuation plan. As stated above, the City of Manteca, including the Project site, is located within a Local Responsibility Area (LRA). The City of Manteca, including the Project site, is not categorized as a “Very High” FHSZ by CalFire and no cities or communities within San Joaquin County are categorized as a “Very High” FHSZ by CalFire. The Proposed Project would be subject to all applicable regulations relating to emergency response and evacuation, including in the event of a fire. The Proposed Project would be required to comply with the applicable sections of the California Fire Code. On-site driveways would be required to meet all applicable Fire Safety requirements contained in the Public Resources Code. It is unlikely that the Proposed Project, which would contribute four (4) single-family dwelling units to the area, would have a significant impact on evacuation of the area in the event of an emergency.

Furthermore, the City of Manteca General Plan includes Goals and Policies to ensure that City emergency procedures, critical facilities, and energy systems are adequate in the event of potential or man-made disasters. The General Plan ensures that the City's emergency access routes, emergency contact lists, and public information regarding designated facilities and routes are regularly reviewed to ensure that up to date information is available to the City and the public in the event of an emergency. The Proposed Project's construction and operation would not impede the City's Emergency Plan, or access to emergency access routes. As such, the Proposed Project will have a **Less Than Significant Impact**.

g. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

A significant impact would be one that exposes people or structures to a significant risk of wildland fires. According to Section 3.8, *Hazards and Hazardous Materials*, of the City's General Plan EIR, the City of Manteca is not categorized as a "Very High" FHSZ and no cities or communities within San Joaquin County are categorized as "Very High" FHSZ by CalFire. The Project site is located within a Local Responsibility Area (LRA). Per Figure 3.8-4, *Fire Threat to People* in the City of Manteca General Plan EIR, the Project site is not located within an area that has a "Threat Class" of Low to Extreme. Future building permits for the Proposed Project will necessitate review and on-site inspections to be completed by the Manteca Fire Department (MFD) to ensure that the applicable local and State fire safety regulations are satisfied. As such, the Proposed Project will have a **Less Than Significant Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

10. HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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:			X	
i) Result in substantial on- or offsite erosion or siltation;			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; or			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	

IMPACT ANALYSIS

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

A significant impact would occur if the Project violated a water quality standard or waste discharge requirements or otherwise substantially degraded surface or groundwater quality. The Proposed Project will be required to comply with the City's Storm Water Management and Discharges (Chapter 13.28 of Title 13 of the City's Municipal Code) and applicable drainage requirements per the California Building Standards Code (CBSC). The Proposed Project will also require compliance with Best Management Practices during construction and operation of the Proposed Project. Final storm drainage plans will be required to comply with City standards and will be reviewed and approved by the City's Public Works Department. Compliance with State and City regulations related to drainage would ensure that future impacts are minimal. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

A significant impact would be one that substantially depletes groundwater quantities or interferes with groundwater recharge. The City's primary source of groundwater comes from sixteen (16) portable wells. According to the City's 2025 Urban Water Management Plan (UWMP), the City's has 8,165 acre-feet (AF) of groundwater available annually. The UWMP details the City's current and projected water demands for different land use types. The Proposed Project would be considered a single-family residential use for the purposes of the UWMP. The UWMP states that single-family residential uses had a water demand of 10,716 AF in 2020 and a current water use of 9,904 AF in 2025. The UWMP projects single-family residential water use to be 14,101 AF in 2030 and 17,918 AF in 2040. It is not anticipated that the Proposed Project will contribute significantly to the projected water use of the City's single-family residential uses as a total of four (4) single-family residences are proposed for development. The Manteca Municipal Services Review (MSR) states that the City's estimated available water supply will be sufficient to meet projected water demands through 2040. The Proposed Project will not substantially decrease the existing groundwater supplies in the City. Therefore, the Proposed Project will have a **Less than Significant Impact**.

- c. *Would the project 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 on- or offsite erosion or siltation;*
- 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;*
or
- iv. *Impede or redirect flood flows?*

A significant impact would be one that substantially alters drainage and surface flows through alteration of the course of a stream or river or through the addition of impervious surfaces in a manner that results in substantial erosion or siltation on- or off-site; substantially impacts drainage patterns causing flooding on- or off-site; contributes runoff causing the capacity of drainage systems to be exceeded or provides substantial polluted runoff; or redirects flood flows. There are no rivers or streams located on the Project site. The nearest river to the Project site is the San Joaquin River, which is approximately 6.5 miles to the west. The Proposed Project will include the addition of impervious surfaces. However, it is not anticipated that this will substantially alter the existing drainage pattern of the Project site. The Project site is not located within a 100-year floodplain, as indicated by the Federal Emergency Management Agency (FEMA), does not have any known drainage or flooding issues. The standards of the California Code of Regulations Title 24, Parts 1-12, would apply to site grading work done for Project construction. Soil compaction and sediment control during construction and permanent re-vegetation following construction will also be required. Therefore, the Proposed Project will have a **Less than Significant Impact**.

- d. *Would the project be located in flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation?*

The Project site is not located within a 100-year flood hazard area, a floodway or otherwise placed in an area that would interfere with flood flows. According to FEMA flood zone mapping, the Proposed Project is not located within a known flood zone and is within Zone X, which is an “Area of Minimal Flood Hazard” (FEMA 2009). The Project site is located 6.5 miles east of the San Joaquin River. No enclosed surface water bodies, which might be subject to potential seiches, are located in the Project site vicinity. Based on its location, inland from coastal areas, the Project site would not be subject to tsunami effects. The Project site is not located in an area susceptible to mudflows. Therefore, the Proposed Project will have a **Less Than Significant Impact**

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The Proposed Project will not conflict with or obstruct implementation of a water quality control or sustainability groundwater management plan. As stated above, the Proposed Project will be required to comply with the City’s Storm Water Management and Discharges Ordinance (Manteca Municipal Code Chapter 13.28). The Project site also is located within the jurisdiction of the Eastern San Joaquin Groundwater Authority and is therefore subject to the Eastern San Joaquin Groundwater Subbasin Groundwater Sustainability Plan (ESJGS-GSP) amended in 2024. The Eastern San Joaquin Subbasin is currently designated as critically over drafted by the Department of Water Resources and ESJGS-GSP contains approaches to conserve and protect groundwater resources. The City’s General Plan includes

Policies and Implementation Measures to conserve groundwater that consistent with the ESJGS-GSP, including:

- CF-6.10: Consider the effect of incremental increases in the demands on groundwater supply and water quality when reviewing development applications.
- RC-1.10: Where feasible, encourage and support multipurpose detention basins that provide water quality protection, storm water detention, groundwater recharge, open space amenities, and recreational amenities.
- RC-2.5: Conserve groundwater recharge features, encourage new groundwater recharge opportunities, and protect aquifers from degradation of water quality and reduction of recharge.
- RC-2.6: Promote the use of permeable surface materials and provide for ample areas of open space, including agricultural land, parks and greenways, and naturalized land, in order to decrease surface runoff and promote groundwater recharge.
- RC-2.7: Continue to encourage and support federal, state, and local research on and monitoring of local groundwater conditions, aquifer recharge, watersheds, and streams where needed to assess groundwater quantity and quality.
- RC-2a: Participate in regional groundwater management efforts with the Eastern San Joaquin County Groundwater Basin Authority and other local agencies to implement the Integrated Regional Water Management Plan and to review and update the plan as necessary to meet the federal and state requirements.
- RC-2c: Continue to monitor City wells to track local groundwater levels and monitor water quality. Share data with state and regional agencies and the public to ensure that regional groundwater sustainability planning efforts include the most complete and comprehensive data available.

The Proposed Project does not conflict with the policies listed above. As stated in the Project Description, the Project site will install water and sewer line connections from each lot to the existing lines in South Austin Road, and a storm drain trunk line that discharges into the City's existing storm drain line along the South Austin Road frontage. Additionally, two (2) infiltration systems will be installed on the Project site, consistent with General Plan Policy RC-2.5. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

11. LAND USE AND PLANNING – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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	

IMPACT ANALYSIS

a. *Would the project physically divide an established community?*

A significant impact would occur if the Proposed Project physically divided an established community. As stated above, the Proposed Project includes a General Plan Amendment from the existing land use designation of Very Low Density Residential (VLDR) to Low Density Residential (LDR) and a Rezone from Residential Estates (R-E) to One-Family Dwelling (R-1). As stated in the Project Description, the Proposed Project is located in the eastern portion of the City of Manteca, adjacent to the eastern city limit line, approximately 0.2 miles south of the Austin Road and Highway 120 intersection. The Project site is bounded by single family homes to the north and east and vacant land to the south and west.

Per the City's General Plan EIR, the General Plan land use designations provide opportunities for new growth adjacent to existing urban areas while not creating physical division within the community. The Proposed Project is consistent with the General Plan land use designation and zoning for the Project site and therefore will not physically divide the community. The scope of development provided by the Proposed Project is consistent with the adopted land use documents of the City of Manteca, including the City's General Plan and Development Title. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

b. *Would the project 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?*

A significant impact would occur if the project conflicted with a land use plan, policy or regulation adopted to avoid, or mitigate, an environmental effect. As stated in the Project Description, the Proposed Project includes a General Plan Amendment from the existing land use designation of Very Low Density Residential (VLDR) to Low Density Residential (LDR), a Rezone from Residential Estates (R-E) to One-Family Dwelling (R-1), and a Tentative Parcel Map to facilitate the subdivide and develop four (4) single-family residential parcels and one (1) additional parcel to be dedicated for future right-of-way improvements.

The Proposed Project is consistent with the City's 2043 General Plan. Specifically, the General Plan Land Use Policies and Implementation Measures listed below:

- Policy LU-1.2: Promote land use compatibility through use restrictions, development standards, environmental review, and design considerations.
- Policy LU-1.3: Ensure consistency and compatibility between the Land Use Map and implementing plans, ordinances, and regulations.
- Implementation Measure LU-3a: Through the development review and permit process, screen development proposals for land use compatibility, including conformance with existing development or neighborhoods.

The Proposed Project will be implemented in compliance with all applicable standards of the R-1 Zoning District and LDR General Plan Land Use Designation. As such, the Proposed Project would not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Based on the analysis above, the Proposed Project will have a **Less Than Significant Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

12. MINERAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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

IMPACT ANALYSIS

The following discussion is an analysis for criteria (a) and (b):

- Would the project 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?*
- Would the project 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?*

A significant impact would occur if the Proposed Project resulted in the loss of availability of a mineral resource of value to the region and state or result in the loss of a locally important mineral resource shown on land use planning maps. The mineral resource zone (MRZ) system, overseen by the California State Mining and Geology Board, characterizes both the location and known/presumed economic value of underlying mineral resources. The mineral resource classification system uses four main MRZs: MRZ-1, MRZ-2, MRZ-3, and MRZ-4. The MRZ-2 classification is described as “areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence” per the General Plan EIR. According to Figure 3.11-1 in the City’s General Plan EIR, the Project site is not located within the MRZ-2 classification zone. The Project site is not located in an area known to contain mineral resources of value to the state, region, or City of Manteca. Furthermore, the City’s General Plan EIR states that the only known Therefore, the Proposed Project will have **No Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

13. NOISE -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 other 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:

Background

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired. Three components make up sound: source, path, and receiver. All three components must be present for sound to exist. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. The perception of sound and noise is determined by its effects on receptors. Examples of sensitive noise receptors are facilities or areas, including residential areas, hospitals, and schools, where excessive noise levels would be considered an annoyance. The “A-weighted” noise scale (measured in A-weighted decibels (dBA)) was developed because it corresponds closer to people’s subjective judgement of sound levels.

Community reaction to noise is assessed on a scale that averages varying noise exposures over time and quantifies the results in terms of a single value. The Community Noise Equivalent Level (CNEL) is an average A-weighted scale measured over a 24-hour period and adjusted to account for increased sensitivity to noise levels during evening and nighttime hours. A CNEL noise measurement is obtained from adding 5 decibels to sound levels occurring during the evening from 7:00 pm to 10:00 pm and 10 decibels to sound occurring during the nighttime from 10:00 pm to 7:00 am. The major sources of noise in Manteca are roadway traffic, railroad noise, and industrial activities. The quietest areas of Manteca are those removed from major transportation-related noise sources and local industrial or other stationary noise sources.

Vibration is sound radiated through the ground. Typical sources of ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads, which can create vibration waves that propagate through the soil to the foundations of nearby buildings. Ground-borne vibration is almost never annoying to people who are outdoors. Although the motion of the ground may be perceived without the effects associated with the shaking of a building, the motion does not provoke the same adverse human reaction. The rumbling sound caused by the vibration of room surfaces is called ground-borne noise, which is usually characterized with the A-weighted sound level. Ground-borne noise is perceived as louder than the same broadband noise because the human ear perceives sound dominated by low-frequency components as louder than broadband sounds that have the same A-weighted level. The background vibration is not usually significant unless the vibration exceeds 70 VdB. For most people, a vibration-velocity level of 75 VdB is the approximately dividing line between perceptible and distinctly perceptible levels.¹

City of Manteca General Plan

The City of Manteca 2043 General Plan Safety Element (Chapter 9) contains goals, policies, and implementation measures for assessing noise impacts within the City. Table S-1 from the City's General Plan Safety Element, *Maximum Allowable Noise Exposure from Mobile Noise Sources*, provides noise standards/thresholds for mobile noise sources. Table S-2 from the City's General Plan Safety Element, *Performance Standards for Stationary Noise Sources, Including Affected Projects*, provides noise standards/thresholds for stationary sources, such as HVAC systems, pump stations, lift stations, emergency generators, etc. Both tables are reproduced in Tables 8 and 9 below.

Table 8: Maximum Allowable Noise Exposure from Mobile Noise Sources			
Land Use¹	Outdoor Activity Areas^{2,3}	Interior Spaces	
		Ldn/CNEL, dBA	Leq, dBA⁴
Residential	60	45	-
Motels/Hotels	65	45	-
Mixed-Use	65	45	-
Hospitals, Nursing Homes	60	45	-
Theaters, 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, the use shall comply with the standards for the most 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 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			

¹ U.S. Department of Transportation, Federal Transit Authority, Office of Planning and Environment, 2006. Transit Noise and Vibration Impact Assessment. May 2006.

material). Outdoor activity areas for non-residential developments are common areas where people generally congregate, including pedestrian plazas, seating areas, and outside lunch facilities; not all residential developments include outdoor activity areas.

³In areas where it is not possible to reduce exterior noise levels to achieve the outdoor activity area standards with using practical application of best noise-reduction technology, an increase of up to 5 Ldn over the standard will be allowed provided the available exterior noise reduction measures have been implemented and interior noise levels are in compliance with this table.

⁴Determined for a typical worst-case hour during periods of use.

Table 9: Performance Standards for Stationary Noise Sources, Including Affected Projects^{1,2,3,4}

Noise Level Descriptor	Daytime	Nighttime																						
	7 am to 10 pm	10 pm to 7 am																						
Hourly Leq, 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:																								
<table><tr><td>HVAC Systems</td><td>Cooling Towers/Evaporative Condensers</td></tr><tr><td>Pump Stations</td><td>Lift Stations</td></tr><tr><td>Emergency Generators</td><td>Boilers</td></tr><tr><td>Steam Valves</td><td>Steam Turbines</td></tr><tr><td>Generators</td><td>Fans</td></tr><tr><td>Air Compressors</td><td>Heavy Equipment</td></tr><tr><td>Conveyor Systems</td><td>Transformers</td></tr><tr><td>Pile Drivers</td><td>Grinders</td></tr><tr><td>Drill Rigs</td><td>Gas or Diesel Motors</td></tr><tr><td>Welders</td><td>Cutting Equipment</td></tr><tr><td>Outdoor Speakers</td><td>Blowers</td></tr></table>			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
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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.																								

City of Manteca Municipal code

Section 17.58.050, *Noise Standards*, of the Manteca Municipal Code establishes noise standards, including maximum sound level generated by any use or activity as measured at the point of measurement as defined. The Maximum Permissible Sound Pressure Levels, as defined in Table 17.58.050-1 for Single-Family and Limited Multiple Family is 50 Ldn/CNEL, dB from 10 pm to 7 am and 60 Ldn/CNEL, dB from 7am to 10 pm.

IMPACT ANALYSIS

- a. *Would the project result in the 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?*

A significant impact would occur if the Proposed Project resulted in the generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies. The Proposed Project consists of a General Plan Amendment, Rezone, and Tentative Parcel Map to facilitate the subdivision and development of a 0.74±-acre (32,422± square-foot) site located at 369 South Austin Road (APN: 228-020-50). The proposed entitlements would allow the creation of four (4) residential parcels for the development of four (4) single-family dwellings and one (1) additional parcel (Parcel A) to be dedicated for future right-of-way improvements. The Proposed Project will result in a total building pad area of 11,540± square feet.

Construction

Construction of the Proposed Project will likely result in temporary noise levels from construction vehicles, equipment, etc. Noise impacts resulting from construction activities will depend on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive receptors. Construction noise impacts primarily result when construction activities occur during noise-sensitive time of day (early morning, evening, or nighttime hours), when the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. The loudest expected phase of construction is grading and earthwork, which would likely include the use of dozers, backhoes, and graders.

The Proposed Project is bounded by vacant land to the south and west and single-family residences to the east and north. Construction activities are required to adhere to Section 17.58.050(E)(1) of the Manteca Municipal Code, which limits the operation, or causing the operation, of tools or equipment on private property in alteration, construction, demolition, drilling, or repair work daily between the hours of 7:00 pm and 7:00 am. Implementation Measure S-6c of the City's General Plan requires the City to update the Noise Ordinance (Chapter 9.52) to restrict construction activities to the hours of 7:00 am to 7:00 pm on Monday through Friday, and 8:00 am to 6:00 pm 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.

In order to ensure that project construction noise levels remain at a level as to not become a nuisance to sensitive receptors within the vicinity (residential uses), Mitigation Measure NOISE-1 will be incorporated. Mitigation Measure NOISE-1 requires implementation of measures to ensure construction related noise levels do not exceed City of Manteca standards. Implementation of Mitigation Measure NOISE-1 will result in a **Less Than Significant Impact with Mitigation Incorporated** related to construction noise.

Operation

As noted, the Proposed Project includes the creation of four (4) residential parcels for the development of four (4) single-family dwellings and one (1) additional parcel (Parcel A) to be dedicated for future right-of-way improvements. As such, it is anticipated that operational noise generated by the Proposed Project would not exceed City of Manteca standard for Residential uses of 60 dB, based on the quantity and location of the proposed single-family dwelling units in relation to surrounding uses. The proposed four (4) single-family dwelling units are not expected to generate excessive noise due to the residential nature of the proposed use. As such, operation of the Proposed Project will have a **Less Than Significant Impact** on this issue.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

A significant impact would occur if the Proposed Project resulted in the generation of excessive ground-borne vibration or ground-borne noise levels. Groundborne vibration is typically associated with construction activities. As noted in the City of Manteca General Plan EIR, heavy tracked vehicles (e.g., bulldozers or excavators) can generate distinctly perceptible groundborne vibration levels when this equipment operates within approximately 25 feet of sensitive land uses. Impact pile drivers can generate distinctly perceptible groundborne vibration levels at distances up to about 100 feet and may exceed building damage thresholds within 25 feet of any building, and within 50-100 feet of a historical building, or building in poor condition. Other construction activities, such as caisson drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may also potentially generate substantial vibrations in the immediate vicinity.

The Proposed Project will only cause elevated vibration levels during construction, as the Proposed Project will not involve any uses or operations that would generate substantial groundborne vibration. Although noise and vibration associated with construction of the Proposed Project will add to the noise and vibration environment in the immediate Project vicinity, construction activities are temporary in nature and are anticipated to occur during normal daytime working hours, as required by City of Manteca Policy. Because the Proposed Project will not cause continuous, long-term vibrations, the Project will not be expected to result in extended annoyance to nearby sensitive receptors.

During Project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. As noted above, the nearest off-site sensitive uses are the residential structures to the north and east of the project site, located at least 50 feet from construction activities. At a distance of at least 50 feet, the groundborne vibration produced by construction equipment would be substantially diminished. Furthermore, construction is temporary and construction equipment would operate intermittently throughout the course of the day, would be restricted to daytime hours as required by the City of Manteca, and would likely only occur over portions of the improvement area at a time.

Additionally, implementation of Mitigation Measure NOISE-1 ensures that sensitive uses adjacent to the Proposed Project are notified of the construction schedule and that a construction liaison is established to respond to any local complaints. As such, the Proposed Project will have a **Less Than Significant Impact** on this issue.

- 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?*

A significant impact would occur if there were exposure of people residing or working in the Project area to excessive noise from public airports or private airstrips. As discussed in the Hazards and Hazardous Materials Section, the closest public airport to the Project Site is the Stockton Metropolitan Airport, located approximately 6.5 miles to the northwest of the Project Site. The Proposed Project is not located within the Airport Influence Area, according to the Airport Land Use Compatibility Plan, dated May 2016 (Amended February 2018) for the Stockton Metropolitan Airport. Additionally, the Proposed Project is not located within the vicinity of a private airstrip. As such, the Proposed Project will have **No Impact**.

MITIGATION MEASURES:

The following Mitigation Measure(s) shall be incorporated into the Proposed Project in order to mitigate any potential impacts to a less than significant level:

NOISE-1: *Construction equipment shall be well maintained to be as quiet as possible. The following measures, when applicable, shall be implemented to reduce noise from construction activities:*

- *All internal combustion engine-driven equipment shall be equipped with mufflers that are in good condition and appropriate for the equipment.*
- *“Quiet” models of air compressors and other stationary noise sources shall be used, where technology exists.*
- *Stationary noise-generating equipment shall be located as far as feasible from sensitive receptors (dwellings).*
- *Unnecessary idling of internal combustion engines shall be prohibited.*
- *Staging areas and construction material storage areas shall be located as far away as possible from adjacent sensitive land uses (dwellings).*
- *Construction-related traffic shall be routed along major roadways (Yosemite Avenue, Austin Road) and as far away as feasible from sensitive receptors (dwellings).*
- *Residences or noise-sensitive land uses adjacent to construction site(s) shall be notified of the construction schedule in writing. The construction contractor shall designate a “construction liaison” that would be responsible for responding to any local complaints (e.g., starting too early, bad muffler, etc.) and shall institute reasonable measures to correct the problem. The construction contractor shall conspicuously post a telephone number for the liaison at the construction site.*

- *The construction contractor shall hold a pre-construction meeting with the job inspectors and the general contractor/on-site manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and construction liaison) are completed.*

All of the above measures shall be included in the contract specifications that shall be reviewed and approved by the City of Manteca Development Services Department prior to the start of construction. The above measures would reduce noise generated by the construction of the Proposed Project to the extent feasible for the project's size.

14. POPULATION AND HOUSING -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

IMPACT ANALYSIS

- a. *Would the project induce substantial population in one area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

A significant impact would result if the Proposed Project induced substantial population growth in the area. The Proposed Project includes the creation of four (4) residential parcels for the development of four (4) single-family dwellings and one (1) additional parcel to be dedicated for future right-of-way improvements. There will be no extension of roads or infrastructure beyond the Project site that will induce population growth. Development considered by the Proposed Project is consistent with the development intensity defined by the City's General Plan. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

- b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

A significant impact would result if the Proposed Project displaced substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. As stated in the Project Description, the Project site is currently vacant and therefore will not displace a substantial number of people or housing and will not necessitate the construction of replacement housing. Therefore, the Proposed Project will have **No Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

15. PUBLIC SERVICES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

IMPACT ANALYSIS

A significant impact would occur if the Proposed Project had a substantial adverse impact on the provision of the following public service facilities or result in a need to construct new or the physical alteration of such facilities, the construction of which would cause significant environmental impacts.

*a. Fire Protection**b. Police Protection*

Fire protection services for the Proposed Project will be provided by the City of Manteca Fire Department (MFD). The MFD has five (5) fire stations located within the City limits with the closest to the Project site being Station 1 located at 290 S. Powers Avenue, approximately 1.3 miles west of the Project site. The MFD is also responsible for providing emergency medical services to customers. Medically related responses account for nearly 60 percent of all requests for service. Police protection is provided to the City by the Manteca Police Department (MPD). The MPD is a full-service municipal law enforcement agency with specialized assignments and recognized specialties. MPD operates from its headquarters located at 1001 W. Center Street, which is approximately 2.8 miles northwest of the Project site.

Goal CF-3 of the City's General Plan states as its goal, *"Ensure the provision of high quality and responsive fire protection services."* General Plan Policy CF-3.1 calls for adequate staffing and station locations, as well as maintaining a maximum five-minute travel response time 90% of the time for fire and emergency calls, an overall fire insurance (ISO) rating of 2 or better for all developed areas within the City, and a minimum staffing of 3 personnel for all fire stations. General Plan Implementation Measure CF-3a accomplishes this by calling for the continuous monitoring of response times and providing the City Council with an annual report on the results of the monitoring. The Proposed Project will not have a negative impact on this Goal, Policy, or Implementation Measure.

Future development from buildout of the General Plan may increase demand for public services and facilities. However, the City would be required to provide additional public safety, fire protection, and emergency services to accommodate such growth. Additionally, the Proposed Project would be required to pay Impact Fees pursuant to the Mitigation Fee Act, including fees related to police and fire.

To provide adequate fire protection and suppression services to the Project site, the MFD must have access to adequate onsite hydrants with adequate fire-flow pressure available to meet the needs of fire suppression units. The final site plans and development specifications developed for the Proposed Project will indicate the location and design specifications of the fire hydrants that will be required within the Project site. These locations will be finalized in the final Site Plan and improvement plans submitted to the City of Manteca and MFD.

The Proposed Project would comply with all applicable General Plan policies related to reducing fire risks. As noted, Project plans would be reviewed by MFD to ensure that the Project site is acceptable for fire safety purposes. The Proposed Project is also required to adhere to the current California Fire and Building Codes (currently the 2025 CFC and 2025 CBC). Because the Proposed Project is consistent with the Project site's proposed General Plan Land Use Designation, potential increases in demand for fire and police protection services associated with the buildout of the site have been anticipated by the City and analyzed in the General Plan EIR.

The Proposed Project would not result in new growth that would necessitate the construction of new fire and police protection facilities. The Proposed Project is limited in scope, as it proposes four (4) new single-family dwelling units and one (1) additional parcel to be dedicated for future right-of-way improvements. While new development adds cumulatively to the demand for fire and police protection service, the Proposed Project's contribution to emergency service demand would be insignificant and would not result in the need for new facilities. Therefore, impact related to fire and police protection is **Less Than Significant**.

c. Schools

The Proposed Project would not result in the construction of new schools or cause the alteration of existing schools. The City of Manteca is served by the Manteca Unified School District (MUSD), which operates schools ranging from Kindergarten through High School; educational facilities include twenty (20) elementary schools, five (5) High Schools, one (1) community day school, one (1) adult education school, and two (2) continuation High Schools.

New construction on the Project site is limited to the creation of four (4) parcels to accommodate one (1) single-family dwelling unit and related infrastructure improvements on each parcel, and one (1) additional parcel to be dedicated for future right-of-way improvements. Thus, the Proposed Project is limited in scope and would cause minimal impacts on existing schools in the area. The Proposed Project will be required to pay the applicable impact fees for structures on the site prior to the issuance of a building permit. These fees are established to address development project impacts on schools. As such, the Proposed Project will have a **Less Than Significant Impact**.

d. Parks

According to the City of Manteca General Plan, the City currently manages 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 Golf Course. The City currently has 251.85-acres of Neighborhood Park land which exceeds the City's goal of 3 acres per 1,000 population. In the category of Community Park acreage, the current quantity of 78.46-acres exceeds the City's goal of one (1) acre per 1,000 population. In the category of Special Use Facility/Parks, the City's 90.94-acres of park lands for special uses exceeds the City's goal of one (1) acre per 1,000 population.

The Proposed Project will not create new demand for parks facilities as the Project is limited in scope. The Proposed Project will be implemented in a manner with all applicable local and state standards. The Proposed Project will not require the construction of any additional parks or recreation facilities. The nearest park, Springport Park, is located at 746 Pestana Avenue is approximately one (1) mile northwest of the Project site. The impact on that facility will not be significant. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

e. Other Public Facilities

The Proposed Project's impacts on public roadways and on water and sewer public facilities are discussed in further detail in Sections 17 and 19 of this Initial Study, respectively. The Proposed Project is within the scope of projected growth under the General Plan and the anticipated uses on the Project site are assumed in the General Plan EIR. The Proposed Project is not anticipated to result in the need for additional public facilities. Thus, the Proposed Project will have a **Less Than Significant Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

16. RECREATION -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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	

IMPACT ANALYSIS

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 accelerated?

A significant impact would result if the Proposed Project substantially increased the use of existing parks or other recreational facilities and the increase in use had the potential to cause or accelerate substantial physical deterioration of facilities. The impact on existing recreational facilities would not be significant. The Project proposes a total of four (4) single-family dwelling units, which would not increase the use of parks and recreational facilities so as to result in a physical deterioration of the facilities. As stated in Section 15, Public Services, above, the nearest publicly owned neighborhood park to the Project site is Springport Park. Springport Park is located approximately one (1) miles northwest of the Project site on Pestana Avenue. The impact on that facility will not be significant due to the Proposed Project's size and scope. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

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

A significant impact would result if the Project included recreational facilities that might adversely affect the physical environment due to construction or expansion. The Proposed Project does not include the development of any recreational facilities, and none would be required to be constructed due to the size and scope of the Proposed Project. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

17. TRANSPORTATION/TRAFFIC -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b) 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	

ENVIRONMENTAL SETTING:*Existing Transportation Facilities*

The main transportation mode in the Project vicinity is motor vehicles and trucks, which use existing roads in the area. The Project site is served by the existing roadway system, including S. Austin Road on which the site has direct frontage. The main regional roads in the Project vicinity are SR 120 and SR 99. California State Route 99 is a major north-south highway serving the Central Valley, connecting from Interstate 5 near Wheeler Ridge to its northern end at SR 36 near Red Bluff. California State Route 120 is an east-west highway connecting the Central Valley to the Sierra Nevada and Yosemite National Park, ending at US 6 near Mono Lake.

IMPACT ANALYSIS

- a. *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

A significant impact would result if the Proposed Project conflicted with a program, plan, ordinance or policy addressing the circulation system. The City of Manteca General Plan includes Policies to promote Bikeway and Pedestrian Facilities, including Policy C-4.1 through C-4.6. Policy C-4.1 of the City's General Plan states the following: *"Through regular updates to the City's Active Transportation Plan inclusive of community members and stakeholders, establish a more safe and more convenient network of identified bicycle and pedestrian routes connecting residential areas with schools, recreation, shopping, and employment areas within the city, generally as shown in Figure CI-2). The City shall also strive to develop connections with existing and planned regional routes shown in the San Joaquin County Bicycle Master Plan."* The Proposed Project will not be in conflict with the adopted plans and policies supporting transit, roadway, bicycle, and pedestrian facilities in the City, including the City's Active Transportation Plan. Therefore, the Proposed Project will be consistent with all applicable circulation policies of the City's General Plan.

The Proposed Project includes the creation of four (4) residential parcels for the development of four (4) single-family dwellings and one (1) additional parcel to be dedicated for future right-of-way improvements. A twenty-foot-wide access easement is proposed across Lots 1 and 4, which will provide access from each lot to South Austin Road. Additionally, Parcel A includes the first 24 feet of the project site along South Austin Road, which will be dedicated to the City for future right-of-way improvements. Therefore, the Proposed Project will not remove or interfere with existing or planned circulation facilities. The Proposed Project is also not expected to adversely affect traffic on SR 99 and SR 120, which are part of the Regional Congestion Management Program Network. Furthermore, the Proposed Project will not adversely affect transit routes or use, as no fixed routes are located in the area.

In summary, the Proposed Project will not substantially conflict with applicable plans or policies related to transportation, either for motor vehicles or for alternative modes of transportation. As such, Project impacts related to transportation programs and plans will be **Less Than Significant**.

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

A significant impact would be one that the Proposed Project conflicts with CEQA Guidelines §15064.3. Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) (now named the Governor's Office of Land Use and Climate Innovation (LCI)) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, LCI has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA Guidelines that implement SB 743 were approved on December 28, 2018, with an implementation date of July 1, 2020, as the new metric.

The City of Manteca adopted the SB 743 Implementation Policy in July 2022, and it outlines screening criteria and requirements for VMT assessment of land use projects. The Guidelines identify screening criteria including small projects, affordable housing, local-serving retail, and public/quasi-public land uses. Projects consistent with the City's General Plan that would generate fewer than 1,000 average daily trips (ADT) may be classified as a Small Project. As stated in both the LCI Guidelines and the City's SB 743 Implementation Policy, for projects that have a linear increase in trip generation with respect to the building footprint, the daily trip generation is anticipated to be between 110 and 124 trips per 10,000 sf. The Proposed Project includes the creation of four (4) residential parcels for the development of four (4) single-family dwellings and one (1) additional parcel to be dedicated for future right-of-way improvements. The total building pad area between the four (4) residential parcels is 11,540± square feet. Therefore, the Proposed Project can also be considered a Small Project as it is not anticipated to exceed 1,000 ADT. Furthermore, construction-related traffic will be temporary and limited in duration. Construction activities will generate a small number of workers and delivery trips and will not result in a significant impact on the surrounding roadway network. In accordance with the City's SB 743 Implementation Policy, the Proposed Project fulfills the "Small Projects Screening Criteria" and therefore, will have a **Less Than Significant Impact** on VMT.

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

A significant impact would result if the Proposed Project resulted in sharp curves or dangerous intersections or incompatible uses. The Proposed Project design does not contain any geometric design features that would create hazards. As noted above, a twenty-foot-wide access easement is proposed across Lots 1 and 4, which will provide access from each lot to South Austin Road. No access from other roads will be provided. Driveways on the Project site will be installed in accordance with City standard plans and specifications, which are intended to facilitate traffic movement. Compliance with the standard specifications will avoid traffic hazards on South Austin Road. Internal circulation within the Project site will consist primarily of passenger vehicles. Driveways and off-street parking are required to adhere to City standards specifications, including design standards as specified in Section 17.52.090, *Parking and Driveway Design and Development Standards* of the Manteca Municipal Code. As such, Project impacts regarding hazards will be **Less Than Significant**.

d. *Would the project result in inadequate emergency access?*

A significant impact would result if the Proposed Project resulted in inadequate emergency access. There is potential for traffic disruption associated with Project infrastructure work within S. Austin Road. However, all such work will be required to comply with the encroachment permit issued by the City, including compliance with the general law regulating travel over a public street. After Project completion, vehicular access installed within the twenty-foot-wide access easement across Lots 1 and 4 will provide adequate ingress and egress to the Project site for emergency vehicles. The vehicular access installed within the twenty-foot-wide access easement, as well as the driveways for each residential lot, will be installed in accordance with City standard plans and specifications which are intended to facilitate traffic movement and avoid traffic hazards. As such, Project impacts regarding emergency access will be **Less Than Significant**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

18. TRIBAL CULTURAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project 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		

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to mandate consultation with California Native American tribes during the CEQA process to determine whether or not the Proposed Project may have a significant impact on a Tribal Cultural Resource. Section 21073 of the Public Resources Code defines California Native American tribes as “a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004.” This includes both federally and non-federally recognized tribes. Section 21074(a) of the Public Resource Code defines Tribal Cultural Resources for the purpose of CEQA as:

1) Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
- b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or

- c. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria A and B also meet the definition of a Historical Resource under CEQA (see Section 5 of this document), a Tribal Cultural Resource may also require additional (and separate) consideration as a Historical Resource. Tribal Cultural Resources may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their Tribal Cultural Resources and heritage, AB 52 requires that CEQA lead agencies carry out consultation with tribes at the commencement of the CEQA process to identify Tribal Cultural Resources. Furthermore, because a significant effect on a Tribal Cultural Resource is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures. Consultation is concluded when either the lead agency and tribes agree to appropriate mitigation measures to mitigate or avoid a significant effect, if a significant effect exists, or when a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached, whereby the lead agency uses its best judgement in requiring mitigation measures that avoid or minimize impact to the greatest extent feasible.

IMPACT ANALYSIS

- a. *Would the project cause a significant 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:*
 - 1. *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)?*
 - 2. *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?*

A significant impact would occur if the Proposed Project has a significant impact on tribal cultural resources, which are defined above. Based on a review of City's General Plan EIR, the Project site is not listed on the California Register of Historical Places, or a local register of resources as defined in Public Resources Code Section 5020.1 (k).

On July 14, 2026, a Records Search was conducted by the Central California Information Center (CCIC). No cultural resources and no previous cultural resources were identified within the Project area. The CCIC records search consisting of a 0.25-mile radius around the Proposed Project location indicated no previously recorded sites within the Project area.

On July 13, 2026, a search of the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF) was requested. On July 13, 2026, the NAHC provided a response and stated that its search of the SLF was negative for the presence of cultural resources in the Project area. The NAHC also supplied a list of individuals to be contacted for information regarding locations of sacred or special sites of cultural or spiritual significance in the Project area.

In accordance with AB 52, the City, acting as the Lead Agency, distributed consultation request letters to the following Native American Tribes: Amah Mutsun Tribal Band, Confederated Villages of Lisjan Nation, Muwekma Ohlone Tribe of the SF Bay Area, Northern Valley Yokut/Ohlone Tribe, Tule River Indian Tribe, Wilton Rancheria, and Wuksachi Indian Tribe/Eshom Valley Band. The City received a consultation request from the Confederated Villages of Lisjan Nation. The City provided the CCIC Records Search (Appendix A) and SLF Records Search to the Confederated Villages of Lisjan Nation. In response, the Tribe requested Mitigation Measures CUL-1 and CUL-2 to be implemented for the Proposed Project, as discussed in Section 5, *Cultural Resources*, above. Implementation of these mitigation measures address the issue of discovery of cultural resources or human remains as the Proposed Project is developed. No other requests were made by the Tribe.

The AB 52 notifications and responses are on file with the City of Manteca Development Services Department. Although not a CEQA matter, the Proposed Project also distributed notification letters in accordance with Senate Bill 18 (SB 18). As such, the Proposed Project will have a **Less Than Significant Impact With Mitigation Incorporated** related to Tribal Cultural Resources.

MITIGATION MEASURES:

See CUL-1 and CUL-2 above.

19. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication 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 that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?			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	

IMPACT ANALYSIS

- Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

A significant impact would result if the Proposed Project required or resulted in the relocation or construction of these facilities that would cause significant environmental effects. As stated in the Project Description, the Proposed Project will install water and sewer line connections from each lot to the existing lines in South Austin Road. The Proposed Project is required to construct a storm drain trunk line that discharges into the City's existing storm drain line along the South Austin Road frontage of the proposed map. Lots 1 and 4 each include a ten-foot-wide easement along their southern property lines and a twenty-foot-wide utility easement, evenly divided between the two lots, along their common property line to accommodate the proposed utility connections. Additionally, two (2) infiltration systems will be installed on the Project site, as shown in Figure 4 (Tentative Parcel Map). The issues of sewage disposal and water provisions are discussed in Sections 7, *Geology and Soils*, and Section 10, *Hydrology and Water Quality*, of this Initial Study. Construction of these improvements will meet all applicable standards and will not result in significant environmental effects.

The Proposed Project will require new connections for electric, natural gas, and telecommunication facilities to service each of the individual residential units. Prior to any construction on the Project site, the Applicant and/or project proponent will be required to apply for and obtain the required permits from PG&E and other telecommunication service providers. Therefore, the Proposed Project will have a **Less than Significant Impact**.

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

A significant impact would result if water supplies were insufficient to serve the Proposed Project and reasonably foreseeable future development during normal, dry and multiple dry years. The City provides potable water services to residents, as well as commercial, institutional, industrial, and public facilities. The City's 2025 Urban Water Management Plan (UWMP) details the City's current and projected water demands for these land use types. The Proposed Project would be considered a single-family residential use for the purposes of the UWMP.

According to the UWMP, the City's has 8,165 acre-feet (AF) of groundwater available annually. The UWMP states that single-family residential uses had a water demand of 10,716 AF in 2020 and a current water use of 9,904 AF in 2025. The UWMP projects single-family residential water use to be 14,101 AF in 2030 and 17,918 AF in 2040. It is not anticipated that the Proposed Project will contribute significantly to the projected water use of the City's single-family residential uses as a total of four (4) single-family residences are proposed for development. The Manteca Municipal Services Review (MSR) states that the City's estimated available water supply will be sufficient to meet projected water demands through 2040. The City is expected to have adequate water supplies during normal years to meet its projected demands through 2040 and it is not anticipated that a single dry year period will reduce the availability of water supply to the City. Water supplies are sufficient to meet all demands through year 2040 even under drought conditions. The Proposed Project can be adequately served by the existing water supplies in the City. Therefore, the Proposed Project will have a **Less than Significant Impact**.

- c. *Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?*

A significant impact would occur if the Project resulted in an impact on wastewater treatment system capacity. Wastewater services within the City are provided by the City of Manteca Public Works Department via the Manteca-Lathrop Water Quality Control Facility (WQCF). The City's most recently prepared Wastewater Master Plan describes the City's wastewater capacity 8.42 million gallons per day (mgd). The WQCF has a capacity of 9.87 mgd, however 1.45 mgd is contracted to the City of Lathrop. Current flows through the City's wastewater system are approximately 6 mgd based on information provided in the City's Municipal Services Review (MSR), leaving the WQCF with current capacity of 3.87 mgd. It is not anticipated that the Proposed Project will generate a significant amount of wastewater that would exceed the current capacity of the WQCF. The Proposed Project can be adequately served by the existing wastewater treatment provider in the City. Therefore, the Proposed Project will have a **Less than Significant Impact**.

The following discussion is an analysis for criteria (d) and (e):

- d. *Would the project 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. *Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?*

A significant impact would occur if the Proposed Project generated solid waste in excess of state or local standards or in excess of the capacity of local infrastructure; otherwise impair the attainment of solid waste reduction goals; or did not comply with reduction statutes related to solid waste. Solid waste in the City is managed by the City's Solid Waste Division. The four (4) proposed single-family dwelling units would generate solid waste during daily activities. However, waste generated is not expected to significantly impact the capacity of the County's landfill, nor impact the attainment of solid waste reduction goals. The Proposed Project would include trash and recycling receptacles at each of the four (4) proposed residential parcels. The City's Solid Waste Division provides weekly trash collection services to residential customers, which would include the four (4) proposed single-family dwelling units. Furthermore, the Proposed Project will be required to comply with Federal, State, and Local regulations related to solid waste. Therefore, the Proposed Project will have a **Less than Significant Impact**.

MITIGATION MEASURES:

Mitigation is not required for this topic.

20. WILDFIRE -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 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

IMPACT ANALYSIS

The following discussion is an analysis for criteria (a), (b), (c), and (d):

- Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- Would the project 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?*
- Would the project require the installation 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?*
- Would the project 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?*

Appendix G of the CEQA Guidelines states that a project would have significant impacts if it is located in or near State responsibility areas (SRAs) or lands classified as very high fire hazard severity zones (VHFHSZ) and impacts an adopted emergency response plan, exacerbate wildfire risks, require the installation/maintenance of associated infrastructure, or expose people or structures to significant risks. The identification of SRAs and VHFHSZ zones are the responsibility of California Department of Forestry and Fire Protection. Based on a review of Section 3.16 Wildfire of the General Plan EIR, the Project site is not located in or near any SRAs or lands classified as VHFHSZ. Therefore, the Proposed Project will have **No Impact.**

MITIGATION MEASURES:

Mitigation is not required for this topic.

21. MANDATORY FINDINGS OF SIGNIFICANCE -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		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		

IMPACT ANALYSIS

- a. Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, 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?

Finding (a) is checked as "Less Than Significant Impact with Mitigation Incorporation" on the basis of the Proposed Project's potential impacts on biological resources, as described in Section 3.0-IV of this Initial Study. The analysis contained in this Initial Study determined the impact to Biological Resources was **Less Than Significant with Mitigation Incorporated**.

- 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 the connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

As described in this Initial Study, the potential environmental effects of the Proposed Project will either be less than significant or will have no impact at all. Where the Proposed Project involves potentially significant impacts, these impacts would have a **Less Than Significant Impact with Mitigation Incorporated**.

The potential environmental impacts identified in this Initial Study have been considered in conjunction with each other as to their potential to generate other potentially significant impacts. The various potential environmental impacts of the Proposed Project will not combine to generate any potentially significant cumulative impacts.

The City of Manteca General Plan and EIR comprehensively account for ongoing and foreseeable urban development within the City's "Planning Area" and the cumulative environmental impacts of planned development. Future urban development in the City of Manteca includes the provision of roads, utilities, schools, and recreational facilities needed to serve City residents and visitors as their demands for urban services increase over time.

The potential environmental impacts associated with the Proposed Project represent a portion of the environmental consequences of the planned growth and development permitted by the General Plan. The Proposed Project will not result in any substantial contribution to any of the significant cumulative impacts identified in the General Plan EIR.

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

This Initial Study has considered the potential environmental impacts of the Proposed Project in the discrete issue areas outlined in the CEQA Environmental Checklist. During the environmental analysis, the potential for the Proposed Project to result in substantial impacts on human beings in these issue areas, as well as the potential for substantial impacts on human beings to occur outside of these issue areas, was considered, but they were identified to be **Less Than Significant with Mitigation Incorporated**.

REFERENCES

In accordance with Section 15063(a)(3) of the CEQA Guidelines, the following expert opinion, technical studies, and substantial evidence has been referenced and/or cited in the discussion included in the Initial Study Checklist:

- California Department of Conservation. California Important Farmlands Finder. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>.
- California Department of Conservation. Williamson Act/Land Conservation Act. Available at: <https://www.conservation.ca.gov/dlrp/lca>.
- California Department of Toxic Substances Control EnviroStor Database. Assessed in April 2026. Available at: <http://www.envirostor.dtsc.ca.gov/>.
- California Department of Transportation (Caltrans). 2019. "California State Scenic Highways." Last updated July 2019. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>.
- California Energy Commission. 2026. California Greenhouse Gas Emission Inventory – 2023 Edition. Available at: <https://ww2.arb.ca.gov/ghg-inventory-data>.
- California State University, Stanislaus, Department of Anthropology. Central California Information Center Records Search File#: 13802L. July 14, 2026.
- City of Manteca, 2024. Manteca General Plan. Adopted February 2024.
- City of Manteca, 2024. Manteca Draft Environmental Impact Report. Certified July 18, 2023.
- City of Manteca, 2026. City of Manteca Zoning Ordinance (Title 17). Available at: <https://ecode360.com/MA4966>.
- City of Manteca, 2025. City of Manteca Climate Action Plan Update dated, July 2025.
- City of Manteca, 2025. City of Manteca 2025 Urban Water Management Plan, dated June 2026. Available at: <https://www.manteca.gov/departments/engineering/water-system#docaccess-78eb2dad00515f11d5578687ff4ef8f6>
- City of Manteca, 2022. City of Manteca SB 743 Implementation Policy, dated September 15, 2022. Assessed at: <https://www.manteca.gov/departments/development-services/planning-beta/long-range-planning-documents>.
- City of Manteca, Geographic Information Systems. Assessed in June 2026. Available at: <https://mantecagisweb.ci.manteca.ca.us/Html5Viewer/Index.html?viewer=publicviewer#>
- San Joaquin Council of Governments, Airport Land Use Commission. July 2009, Amended January 2018. Airport Land Use Compatibility Plan Update, San Joaquin County Aviation System, San Joaquin County, California.
- San Joaquin County, Geographic Information Systems. Assessed in June 2026. Available at: <https://simap.org/>.
- San Joaquin Valley Air Pollution Control District. March 19, 2015. Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI).
- San Joaquin Valley Air Pollution Control District. Small Project Analysis Level (SPAL). November 13, 2020. Available at: <https://archive.valleyair.org/transportation/ceqaanalysislevels.htm>.

- U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS), Assessed June 2026.

APPENDICES



CENTRAL CALIFORNIA INFORMATION CENTER

California Historical Resources Information System

Department of Anthropology – California State University, Stanislaus

One University Circle, Turlock, California 95382

(209) 667-3307

Alpine, Calaveras, Mariposa, Merced, Mono, San Joaquin, Stanislaus & Tuolumne Counties

Date: 7/14/2026

Records Search File #: 13802L

Project: 369 South Austin Road General
Plan Amendment No, GPA-23-116, Rezone
No. REZ-23-117, Tentative Parcel Map No.
TPM-23-119, APN 228-020-50, City of Manteca

Savannah Hudson, Associate Planner
J.B. Anderson Land Use Planning
139 S, Stockton Avenue
Ripon, CA 95366
209-599-8377

savannah@jbandersonplanning.com

We have conducted a non-confidential extended records search as per your request for the above-referenced project area located on the Manteca USGS 7.5-minute quadrangle map in San Joaquin County.

Search of our files includes review of our maps for the specific project area and the immediate vicinity of the project area, and review of the following:

National Register of Historic Places (NRHP)
California Register of Historical Resources (CRHR)
California Inventory of Historic Resources (1976)
California Historical Landmarks
California Points of Historical Interest listing
Office of Historic Preservation Built Environment Resource Directory (BERD) and the
Archaeological Resources Directory (ARD)
Survey of Surveys (1989)
Caltrans State and Local Bridges Inventory
General Land Office Plats
Other pertinent historic data available at the CCalIC for each specific county

The following details the results of the records search:

Prehistoric or historic resources within the project area:

- There are no formally recorded prehistoric or historic archaeological resources or historic buildings or structures within the project area.
- The General Land Office survey plat for T2S R7E (dated 1855) shows the S ½ of the NE ¼ of Section 3 as an 80-acre parcel.

- The 1883 Map of the County of San Joaquin, California shows “R. W. Cowell” as the landowner in Section 3, T2S R7E in the Castoria Township at that time.
- The 1914 and 1952 editions of the Manteca USGS quadrangles reference the alignment of S. Austin Road and 2 buildings within the SE ¼ of the NE ¼ of Section 3. We have no further information on file regarding these possible historical resources that could be 74-109 years in age (or older).

Prehistoric or historic resources within the immediate vicinity of the project area: Five historic residences generally east of the project area have been formally recorded, construction dating from 1868 to 1950s. These historic resources are not shown as having been evaluated in reference to the National Register of Historic Places or the California Register of Historical Resources, and are not listed in the Office of Historic Preservation Built Environment Resource Directory (BERD).

Resources that are known to have value to local cultural groups: None has been formally reported to the Information Center.

Previous investigations within the project area:

- No previous field survey investigations have been conducted within the project area.
- A report adjacent to the east of the project area that resulted in the recording of the historic buildings referenced above is cited as follows:

Baloian, M., R. Baloian, and W. Nettles (Applied Earthworks, Inc.; prepared for Russell Associates, Palo Alto, CA)

2004 *Cultural Resources Investigations for the South San Joaquin Irrigation District in San Joaquin County, California.*
CCaIC Report SJ-05309

○

- The project area falls within the boundaries of two general overview documents, referenced as follows:

Windmiller, Ric and Donald Napoli (Ric Windmiller, Consulting Archaeologist (and) Donald Napoli, of Historic Preservation Planning; for Wade Associates, Sacramento, CA)

2002 *City of Manteca--General Plan Update, Background Reports: Archaeological Resources, Historical Resources, Records Search Results.*
CCaIC Report SJ-04786

Shideler, H. (San Joaquin County Historical Society)

1988 *Manteca: City in Transition.*
CCaIC Report SJ-04982

Recommendations/Comments:

Please be advised that a historical resource is defined as a building, structure, object, prehistoric or historic archaeological site, or district possessing physical evidence of human activities over 45 years old. Since the project area has not been subject to previous survey investigations, there may be unidentified features involved in your project that are 45 years or older and considered as historical resources requiring further study and evaluation by a qualified professional of the appropriate discipline.

If the current project does not include ground disturbance, further study for archaeological resources is not recommended at this time. If ground disturbance is considered a part of the current project, we recommend further review for the possibility of identifying prehistoric or historic-era archaeological resources.

If the proposed project contains buildings or structures that meet the minimum age requirement (45 years in age or older) it is recommended that the resource/s be assessed by a professional familiar with architecture and history of the county. Review of the available historic building/structure data has included only those sources listed above and should not be considered comprehensive.

If at any time you might require the services of a qualified professional the Statewide Referral List for Historical Resources Consultants is posted for your use on the internet at <http://chrisinfo.org>

If archaeological resources are encountered during project-related activities, work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources.

If human remains are discovered, California Health and Safety Code Section 7050.5 requires you to protect the discovery and notify the county coroner, who will determine if the find is Native American. If the remains are recognized as Native American, the coroner shall then notify the Native American Heritage Commission (NAHC). California Public Resources Code Section 5097.98 authorizes the NAHC to appoint a Most Likely Descendant (MLD) who will make recommendations for the treatment of the discovery.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the State Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

We thank you for contacting this office regarding historical resource preservation. Please let us know when we can be of further service. Thank you for providing the signed **Access Agreement Short Form**.

Note: Billing will be transmitted separately via email from the Financial Services office (\$150.00), payable within 60 days of receipt of the invoice.

If you wish to include payment by Credit Card, you must wait to receive the official invoice from Financial Services so that you can reference the CMP # (Invoice Number), and then contact the link below:

<https://commerce.cashnet.com/ANTHROPOLOGY>

Sincerely,

E. A. Greathouse

E. A. Greathouse, Coordinator
Central California Information Center
California Historical Resources Information System

* Invoice Request sent to: ARBilling@csustan.edu, CSU Stanislaus Financial Services